

## REMOVAL NOTICE.

Andersen, Meyer & Co. Ltd., beg to announce the removal on September 1st 1922, of their offices from No. 2, Queen's Road Central to No. 67, 69, Des Voeux Road (SITE OF THE OLD VICTORIA THEATRE)

# The Hongkong Telegraph.

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## SENSATIONAL BOXING CONTEST.

**Carpentier Adjudged to Have Been K.O'd by Senegalese.**  
(Reuter's Service.)

Paris, September 24.—In the twenty-round boxing match yesterday for the light-heavyweight championship of the world, Carpentier won in the sixth round, the Senegalese, Battling Siki, being disqualified on the ground that he had thrice attempted to trip his opponent.

Later—From the second round Siki demonstrated increasing superiority, badly punishing his opponent, whose eyes in the fifth round were badly swollen. The sixth round opened very fiercely. The Senegalese flung very hit out right and left, flooring Carpentier, who was unable to rise.

The referee declared that Siki lost on a foul, as he believed that the Frenchman tripped the Senegalese. The latter was carried off with a sprained ankle, bleeding freely and semi-conscious.

The judges subsequently reversed the referee's disqualification, and awarded Siki the decision on a knock-out.

## MANILA BANK FRAUD.

**Juggling With German Marks**

Manila, Sept. 24.—(Reuter's Service.) Santos, former Assistant Chief of the Foreign Department of the Philippine National Bank, was sentenced to eight years' imprisonment for defrauding the Bank through the purchase and sale of German marks. It was alleged that Santos purchased 100,000 German marks with the Bank's money and then sold the marks to the Bank at a higher price, retaining the difference.

## GOT A MATCH?

**Incident at Star Ferry Wharf.**

That a police request for a match was misconstrued into a request for money was the defence given by Johann Mork, a Norwegian seaman of the steamer Rinda, in a case in which he was charged before Mr. R. E. Lindell, this morning, with assaulting C. Gerald Murphy, of the Naval Yard Police.

The complainant's statement was to the effect that on Saturday night he alighted from a ricksha at the Star Ferry Wharf in Kowloon and was on his way to the ticket office when he was accosted by Mork who asked him in English: "Give me ten cents, I want money." On meeting with a refusal, and being told by the complainant to get out of his way, Mork was alleged to have struck the constable, who was in plain clothes, a glancing blow in the jaw. That had the effect, according to a witness, of striking the constable on his back.

Questioned by the Magistrate, P.C. Murphy said he believed the reason for the assault was his refusal to give the sum asked for.

The defendant, who had this evidence interpreted for him by the Captain of the Rinda, went into the box, where he said that his request was for a match, not for money, and when replied to by the complainant in words he could not understand, he lifted his hat and walked off after saying "Good-bye." Going to the Star Ferry wharf, he heard two men following him and quickened his footsteps. He was soon afterwards seized, but, throwing off the hand that held his arm, he went on to the wharf. By this time eight or ten men surrounded him, and he was taken to the Police Station without being enabled to learn the reason for his arrest.

The Magistrate:—Why did you run away?

Mork:—I thought there was danger for myself.

Could you explain why the two men should run after you—I could not say.

The Magistrate:—All parties appeared to be sober?

Sub-Inspector Grant:—Yes. Defendant had twenty-two cents on his person, but no matches.

His Worship (to the defendant):—You are fined \$5 or seven days.

## PAKHOI NEWS.

**Bandit Troops Still Causing Trouble.**

A Pakhoi correspondent writes as follows under date of September 18th:—

Since my last advice, dated the 15th, instant, General Wong Keung declined to discuss terms of surrender with the bandit chief, Mrs. Lo Hon-cho, and she has lost no time in sailing away out of harbour with her bandit troops, thus escaping. It appears that General Wong Keung's men had an encounter with this woman's forces some forty miles inland before they reached Pakhoi and had over thirty killed; they brought a number of wounded into Pakhoi with them.

A number of bandit troops in Pakhoi, and the surrounding villages have been found concealing themselves in various houses, and in some cases the tenants have been arrested by General Wong Keung's men; whilst some well-known people here have been shot for associating themselves with the bandits. One man was followed to the execution ground by his mother and his wife. One of the bandits was still alive five hours after he had been shot.

Mrs. Lo Hon-cho is now operating with her troops along the coast to the south-east of Pakhoi, and her forces are said to be murdering, plundering, burning and kidnapping. This fact was reported by Chinese who came into Pakhoi yesterday, with the result that General Wong Keung sent out a strong force of men to track them down.

This morning there are rumours that Yunnanese troops are on their way to Pakhoi, also General Sam Po-fan, with Kwangsi forces, to fight General Wong Keung. This Kwangsi General is the only one invaded this territory last year.

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

### Price of Gasoline.

Sir,—I learn from a well-informed American friend of mine that gasoline in New York costs 26 cents (old) a gallon. This, at exchange 57, works out at approximately 45 1/2 cents H.K. currency. I am now paying \$4.75 for four Imperial gallons, which is, roughly, \$1 per American gallon, so we are charged \$1 for the same quantity purchasable in New York for the equivalent of 45 1/2 cents H.K. I understand most of the supplies come from Java and Burma, and in view of the fact that freight from these countries to Hongkong must be far less than to New York, perhaps the Asiatic Petroleum Co. will explain the enormous difference in price.

Gasoline in Singapore, I understand, is far cheaper than in Hongkong.

Yours etc.,  
"CHEAPER PET."

Hongkong, Sept. 25th, 1922.

## STOWAWAYS ON U. S. LINER.

**Officers Suspended from Duty.**

As the result of the discovery of 34 stowaways aboard the s.s. President Jackson, certain officers who were held responsible for negligence have been suspended from duty, whilst the Captain of the liner is being detained in port at Seattle in connection with extensive investigations that are being made into the case by the port authorities.

This information was ascertained on enquiries by a Telegraph representative at the offices of the Admiral Line, who are the agents of the United States Shipping Board liner. The case was brought to local notice by the charging of the stowaway, Sang Put an, and the ship's interpreter, Wang Kee, before Mr. R. E. Lindell, at the Police Court this morning, with aiding and abetting the 34 Chinese to obtain a surreptitious passage from Hongkong to Seattle. The case was put over until the return of the President Jackson, Mr. W. B. Hind defending.

It was related that the stowaways, after their discovery, were being shipped back, but, eluding the vigilance of their custodians, they all escaped whilst the President Jackson was at Shanghai.

## JUNK PEOPLES' QUARREL.

**Detective Fires a Shot.**

To obtain satisfaction for one of their number who had a grievance against a junk, four men boarded the other day and caused so much trouble that the assistance of the police had to be applied for. When a detective was sent aboard to investigate, a whole lot of sampans was being put off from the shore, but the discharge of two revolver shots by the detective sent them back to the shore post-haste. Two of the four men who had already boarded one of the junks escaped, the attention of the officer and jumped into the harbour. Both were intercepted and arrested, the one whilst swimming and the other on getting ashore.

The grievance lay in the fact that the wife of the junkmaster threw some dirty water, in doing some cooking, over the stern of the vessel, quite overlooking the fact that a sampan had made fast and that there were men aboard. They received the full benefit of the splash and were, of course, indignant. Nothing less than financial satisfaction would repair the damage done both to their clothing and to their sense of personal dignity. Failing to secure it, they threatened to carry the argument on to their adversaries' vessel. So it came about that on Saturday afternoon a whole host of sampans set out to surround the junk. Trouble was imminent, and, but for the timely arrival of the detective, many heads would no doubt have been broken.

The tale told at the Police Court to day by the two men who endeavoured to escape by swimming ashore was that they were told there was a prospect of a fight and were asked to be present during the affray. They admitted they were boiler makers employed at the Taikee Dockyard.

Mr. R. E. Lindell, who heard this case, mulcted the prime mischief-maker in the sum of \$3, or seven days, and bound him and the three other prisoners over in the sum of \$100 to keep the peace for a year.

## PROVINCIAL AUTONOMY.

It is reported that several Chinese leaders, including General Feng Yu-hsiang, Hsiao Tso-nan, T'ai Ching-hung and Chi Hsiang-yuan, have circulated a telegram opposing the proposed federated system of provincial autonomy.

## CLAN HATRED.

**Battle Royal at the Dairy Farm.**

A long-standing feud between Hoklos and Hakkas was given fresh expression to during the week-end when some hundred and fifty Chinese employed at the Dairy Farm at Pokfulam engaged in a battle royal, from which many issued with broken heads. Bam-co pots were freely used, and when the police stepped in they found about five injured men amongst the eleven arrested.

According to Inspector Kent, who prosecuted these eleven men at the Police Court this morning, the trouble started on Friday evening, when a Hoklo, who was in the service, was kept waiting by the server, who is a Hakka man. Shortly afterwards another man came in on the same errand. He was a Hakka man and the alacrity with which he attended to his duties, who accused the server of making a distinction in favour of his own clan. Words led to blows, and matters came to a head on Sunday morning when the two clans met in the cattle run to settle their differences. Soon there were loud yells heard as the parties belaboured each other with poles and sticks, and Mr. Deans, who happened to be in the residence of the Manager (Mr. Stevenson) ran out to investigate. He had to fire two rounds from a revolver before the coolies could be rendered quiescent. Eleven arrests were made by the West Point Police on their arrival in response to a telephone message from Pokfulam.

Mr. R. E. Lindell fined each of the men \$1 and ordered them all to sign a personal bond of \$100 to keep the peace for six months.

## A FIRST OFFENDER.

**Portuguese Steals a Blanket.**

Egas Remedios, a young Portuguese who was arrested for stealing a blanket from an amah employed by a neighbour, got the benefit of the First Offender's Ordinance and was merely bound over when he was charged with the offence before Mr. E. W. Hamilton, at the Police Court this morning.

Inspector Cayzill, prosecuting, said that the defendant was staying with his aunt, at No. 55 Wyndham Street, and was out of employment. Yesterday a little girl saw him disposing of the blanket which was valued at \$12 to a marine hawker, and the article had not been recovered.

Pleading guilty, Remedios told the Magistrate that he had no money to spend and therefore took the blanket.

His Worship:—Have you any parents here?

Defendant's reply was that he had a brother working at Messrs. Kelley and Walsh's. There was also the aunt, but Inspector Cayzill said that when an officer arrived at No. 55 Wyndham Street from the Station he found she had disappeared. His Worship was asked to remand the case until Wednesday so that the Inspector could personally take the defendant to Kelley and Walsh's to look up the brother in question.

His Worship (to the defendant):—You are a first offender, and I don't wish to send you to prison if I can help it. If you can get anyone who will sign a bond for your future good behaviour, I will bound you over to come up for judgment when called upon.

Inspector Cayzill:—What about the loss of the woman's blanket?

His Worship:—They will have to compensate the woman.

## LAWN BOWLS.

**Interport Week at Shanghai.**

### HONGKONG PLAYERS' COMMENTS.

I had but just returned from Shanghai, barely escaping the maw of a typhoon, when whom should I have the misfortune to meet but a Telegraph man, who, after the usual felicitations spoke thusly:—"I ear, old chap, what about sending us an account of your Interport week at Shanghai? You know the sort of thing I mean—the matches you played, the players you met and so on. It will greatly interest local lawn bowlers. Pleased?"

The proposition, no doubt, seemed an easy thing to one daily accustomed in furnishing the varied, and sometimes variegated news contained in the Telegraph, but to one so somewhat ignorant of the rules of syntax and grammar the task seemed alarmingly formidable. Nevertheless, in a moment of weakness I meekly consented to his wishes, and I can only hope that, in the fullness of time, all true bowlers will forgive me.

To begin, therefore, where all stories begin—that is at the beginning—we left Hongkong an optimistic band of six, hoping to wrest the honours from both Shanghai and Hankow and with visions of our triumphant return and reception at Blake Pier, where the Hongkong bowlers would be massed and waiting, headed by Neil Drummond and his bagpipes, but alas! fabled and so forth, we returned a typhoon-scarred band of dejected heroes scarcely able to drag ashore our ruined reputations.

But this is not really the end of the story. The middle portion has yet to be told, in the telling of which I must be less facetious. Well, then, on our arrival at Shanghai we were met by that large-hearted gentleman and keen bowler, Mr. Fraser Perren, Secretary of the S.L.B.A., who saw us all comfortably installed in one of the best hotels in Shanghai. The day following our arrival found us playing the first Club game of the programme, against the Shanghai Recreation Club, by whom we were beaten rather badly. The team matched against us was probably the strongest club team in Shanghai, as they had been beaten once only during the whole season. The H.K. team, besides being out of practice, found the green rather tricky, a trickiness enhanced from the fact that a strong cross wind was blowing.

On the next day, we played the Shanghai Lawn Bowls Club and got beaten by only one point. This club's green was remarkable for its keenness so that we found judging "length" a ticklish business. Then followed our first Interport match, that against Hankow, whom we beat rather easily. To say this is no aspersion on our opponents, who had sited on our opponents, who had a splendid skip in Gray. The trouble lay in the arrangement of their team who prove themselves an unfortunate combination. A large and interested audience watched the game, among which was quite a sprinkling of ladies.

After this came our match against "The Big Four" of the Yang-Tsopo Club, played on the Wayside Park Green. This green has but recently been laid and we found it rather "bumpy." The match was keenly contested, a tie being registered at the 20th end, but the opposing skip, Gordie MacMurdo, with his last wood displaced the jack and scored a victory for his team. Gordie is a grand skip, but one has to be careful of his hospitality before, during and after a game.

Then came our Interport match with Shanghai, I must here confess that the result surprised everyone, including myself, who am accustomed to victories at lawn bowls. This match, as every interested bowler knows, was played at Hongkong Park on a green which is, with the exception of the Country Club green, the best in Shanghai. The Hong-

kong team comprised Gerrard, Lapsley, Macnamara and Wallace (skip)—a team, under ordinary circumstances, good enough for any other team anywhere.

From the start of the game it was obvious that Ferguson was out of form and was indeed indisposed by an impending attack of fever which sent him to bed the whole of next day. Coupled with this misfortune, our team had the vilest of bad luck throughout the play. It was a march where three good players, without an atom of "joss," played four equally good players with all the "joss." All credit is due to Wallace, who played a splendid uphill game. Time and again when the removal of one wood would have meant points to the visitors he had the misfortune to knock out his own woods instead; whereas the Shanghai skip, playing an equally sound game, could do nothing wrong. There was one thing, however, which favourably impressed us, and that was the sympathetic attitude of the on-lookers. They quite realised our hard luck and were unanimous in saying that the final scores did not indicate the play. If I have any personal criticism to make about the Hongkong team it is that they lacked "abandon" and were, some of them, somewhat unduly obsessed with the importance of the occasion.

Thereafter remained but one official match—that against the Junior Golf Club. This Club put up a strong four which nevertheless, we had no difficulty in beating. This match was also played at Hongkw Park.

Finally, a strenuous but enjoyable week of play ended in a friendly match with the Country Club, arranged by that indefatigable sportsman and true friend of bowlers, Mr. C. M. Bain. This club has magnificent grounds, reminding one of a country estate in the Homeland, and possessing a bowling green which, with a little attention, will be superior to anything in Shanghai.

Of Shanghai bowling greens it may be here remarked that they are, speaking generally, not so well turfed as our Hongkong greens, the turf being often of poor quality, intergrown with coarse grasses. The Hongkw Park green is a curious mixture of weed and grass, a tiny trifol plant predominating. Nevertheless, we found it excellent to play on.

Regarding our treatment whilst in Shanghai, I can only say that it was all that could be desired. All the bowling clubs voted us Visiting Members, as did also the Marine Engineers' Institute and the Masonic Club. At everyone of these Clubs we received the most cordial treatment—to say nothing about the cordial. The Shanghai Recreation Club gave a special tiffin to which representatives of all the local bowling clubs were invited. On this occasion occurred a humorous incident. It happened that the name of the Hankow captain was Crooks. The President of the Shanghai Lawn Bowls Association, Mr. Crowe Read, in making a speech, referred to the pleasure it gave him to welcome the Hongkong and Hankow players to Shanghai and made special reference to "my friend on the right, Mr. Gerard, and on my left the other Crooks from Hankow."

The Interport Dinner was a most successful function, and it was beyond the "wee wee" of who most of the guests staggered off were helped home to bed.

Altogether we can honestly say that, whatever the results of the various matches, our visit to Shanghai has done a great deal to arouse further enthusiasm for lawn bowls. As announced in the press, Mr. John Prentice, of Shanghai, is giving an Interport Cup which will invest future matches with keener interest.

Since my return here, Mr. Crowe Read has sent me a kind letter in which he writes:—"Mr. John Prentice, as you know, has kindly offered a cup for Interport Lawn bowls. I asked Mr. Prentice what limit he put on the price and he replied 'Unlimited'—get exactly what you require. I leave everything in your hands. At present I hardly know how this cup can be played for, but we are having a meeting

## NOTICE.

Reprints of our Exposure of Sun Yat-sen can now be obtained at this office. Price 10 cents.



Georges Carpentier, who has been sensationally defeated by the Senegalese boxer, Siki.

## News in To-day's News Advertisements.

Lammert Bros. are auctioning old newspapers at Kowloon (Kowloon on Friday and Saturdays at the Hongkong Hotel).—Page 4.

Wm. Powell, Ltd., advertise gentlemen's collars.—Page 7.

At the Coronet to-night is being shown "Married Life" whilst at Kowloon is showing "The Girl in the Taxi"—Page 12.

"Heart of Juana" is being screened at the World Theatre to-morrow.—Page 4.

The Admiral Like advise consignees of the arrival of the s.s. Stanley from New York.—Page 5.

On Thursday Lammert Bros. are selling suit lengths, etc.—Page 4.

## LISTEN!

Goods idle on the shelf cost more money. Advertise.

The annual general meeting of the Hongkong Cricket Club and a drawing of Debentures take place on October 6th.—Page 4.

On and after Wednesday the office of Messrs. Raven and Raven will be at No. 25 Des Voeux Road.—Page 4.

The J.C.L. advise consignees that the s.s. Conk-ek has arrived from Europe.—Page 4.

The Hongkong Hotel Garage advertises its repair service.—Page 4.

The authority of Mr. J. C. Parretto to sign for the Union Trading Co. Ltd., has ceased.—Page 4.

"The Delts of the Pearl" is on sale at Kelly and Walsh's Brewar's and this office.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar on demand today was 2s. 6.13/16d.

## The Weather.

2 p.m. Barometer:—29.85. Temperature:—84. Humidity:—66.

## Lighting Up-Time.

Lighting-up time to-day, 6.17 p.m.

In a few days and we will let you know the result.

Let us hope that next year this cup will find its first resting place at our Interport Dinner in front of our worthy President.

W. G. G.



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## EARLIER TELEGRAMS.

## BRITAIN'S STAND AGAINST TURKEY.

London, Sept. 23.

Mr. Lloyd George, addressing pressmen at Downing Street, said he wished to explain the facts regarding the position in the Near East in view of the misapprehension of the character of the difficulties that had arisen. He declared that the strengthening of the military and naval forces was dictated by two supreme considerations, first, anxiety regarding the freedom of the seas between the Mediterranean and the Black Sea, which was an essential primary condition.

The War had demonstrated very clearly that the freedom of the Dardanelles was vital for the security of the Empire and protection of commerce. The closing of the Straits by Turkey, who owed more to Britain and France than any other Power in the world, was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania and the prolongation of the war by two years. It was an essential condition of world-peace that there be an effective guarantee for the freedom of the Straits, and peace signed without achieving that object would be equivalent to defeat. Therefore the first purpose of the British action during the last few days had been to ensure the freedom of this essential waterway to civilisation.

In doing this, Britain was not taking separate action but simply carrying out the policy agreed between the Allies in 1918. "We have not departed therefrom one iota and could not do so without betraying the trust which the Empire vested in us."

The second object was to prevent an exceptionally horrible war spreading into Europe. He would not attempt to apportion the blame between the Greeks and the Turks; but the facts that Smyrna had been destroyed and massacres had occurred were sufficient justification of our policy. If an army which could not be restrained from perpetrating such outrages crossed to Constantinople, he feared there might be a repetition of such terrible incidents. There was the danger also of the spread of the conflagration to the inflammable Balkans.

The Premier recalled that the War of 1914 began in the Balkans, and he therefore regarded it as of paramount importance to European peace that the war in Asia Minor should not spread to Europe.

Mr. Lloyd George emphasised that Britain had been most impartial between the Greeks and the Turks. The Greeks had recently threatened to march to Constantinople, necessitating a passage through the neutral zone, but the British Generalissimo of the Allied forces had warned the Greeks, in terms identical to those just used to Mustafa Kemal, that he would not allow them to enter the neutral zone.

Incidentally, the Premier mentioned that his military advisers regarded it as essential that Chanak should be held in order to secure the freedom of the Straits to unarmed vessels.

He proceeded to emphasise that we did not want to hold Gallipoli or Chanak in the interest of Britain alone. He did not claim that Britain alone should have sole responsibility. "On the contrary, we believe these important shores should be held under the auspices of the League of Nations in the interests of nations alike." The freedom of the Straits was a matter of life and death with Rumania and Russia, and it was fundamental alike in the interest of the world's commerce. The British Government, however, had not gone back on anything it had said about Constantinople remaining Turkish, nor was it putting up any fight regarding the sovereignty of Eastern Thrace.

Concluding, the Premier laid stress on not departing from the agreed policy of the Allies, enunciated in 1918.

He recalled that the proposals for the protection of minorities by mandates had broken down; but the Straits remained, and he added: "The fight we are putting up at present is to ensure, whatever happens at the Peace Conference, that we will not abandon the policy of securing the freedom of the Straits. By that I do not mean clauses depending on the caprice of the Constantinople Government. Security must be of a more reliable and effective character than in 1914." That was why Britain had taken the steps she had, and she would do her best to secure an immediate conference.

The appeal made to Australia and New Zealand, particularly, was because they had a particular interest in Gallipoli. They had made great sacrifices of thousands of their most heroic sons in the cause of the freedom of the Straits, and they felt when that freedom was challenged that they had a right to associate themselves with us in any action to maintain what had cost them so much to achieve.

Replying to a question, Mr. Lloyd George reiterated emphatically that Britain did not want a second Gibraltar in the Dardanelles, but wanted the League of Nations to keep the Straits open for all nations.

Mr. Lloyd George, after his fifty minutes' address to pressmen at Downing Street, was specially interviewed by Reuters on the subject of the Dominions, notably the Canadian criticisms regarding the method of publicity used by the British Government as regards its invitation to the Dominions to send contingents. He emphatically denied that the Dominions were in any way being exploited for political purposes, and said there was no question of any such thing. The impression was entirely unfounded. The Dominions felt that the sacrifices of Australia and New Zealand at Gallipoli entitled them to consultation when the question of the freedom of the Straits was involved, and the Cabinet had decided, therefore, that these Dominions were entitled to participate in the defence of the Straits. The Cabinet felt at the same time that it would be impossible to ask those two Dominions without inviting the remainder, thus Canada and South Africa had also been approached. It was noteworthy that Canadian criticisms specially referred to the fact that no such invitation was made in 1914, when the Dominions spontaneously volunteered.

London, Sept. 23.

It is stated that the British naval force concentrated in the Straits will shortly include at least seven capital ships, mounting altogether 69 thirteen and a half inch and eight fifteen-inch guns.

Constantinople, Sept. 23.

The French commander has informed the British authorities that he will assure maintenance over Stambul in the event of trouble in Constantinople. French whippet tanks have been brought to a central vantage point near Seraglio Point, and the French garrison at Stambul has been strengthened by a battalion from Chatalja. The French Government has also wirelessed to Mustafa Kemal, requesting him not to take action until the arrival of the special-emissary, who left Paris yesterday for Smyrna.

London, Sept. 23.

A Russian Note, following that of September 14th, says that Russia cannot consent to the Straits being opened to the battleships of any country or to the British control of the Straits against the wishes of the Powers possessing vital interests in the Black Sea, who should have a right to decide the fate of the Straits. Russia cannot recognise any new regime established without consultation with Russia.

Bulgaria has delivered identical Notes to London, Paris and Rome, upholding the freedom of the Straits and advocating the establishment of an autonomous State in Thrace under the control of the League of Nations, with special arrangements for safeguarding the religious interests of Adrianople.

London, Sept. 23.

Despite the dangerous concentration of the Kemalists forces in the direction of the Straits, coincident with the assembly of growingly powerful British naval and military forces, there is a distinct lessening of the tension here as time passes without a clash and as the diplomatic forces of the Allies are focussing all their energies toward a peaceful solution.

The French are redoubling their efforts to prevent the Kemalists' imprudence by sending M. Bouillon, negotiator of the Franco-Angora Treaty, aboard a fast destroyer to use his influence with the Kemalists leaders.

Yesterday the resumed discussions between Lord Curzon, M. Poincare and Signor Sforza in Paris, lasting four hours, centred around the nature of the invitation to Angora, the French and

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# OLD MILL CIGARETTES

Italians endeavouring to embody therein assurances regarding Thrace, Adrianople and Constantinople, while Lord Curzon thought that any modification of the Treaty of Sevres should only be formulated at a peace conference.

The Allies will probably send separate Notes if a collective Note is not agreed upon today. It is expected that the Turks will be invited to a preliminary conference at Mudania with a view to an armistice.

Judging from a Paris semi-official message, the French contemplate fully restoring Constantinople to the Turks and withdrawing the Allied troops, but placing Thrace under Turkish sovereignty with the League of Nations administering it similarly to the Sarr region, while the Straits will be demilitarised, with certain safeguards.

Mr. Cresser, the National Progressive Leader, has been summoned to confer with the Premier, Mr. Mackenzie King. The latter announces that his personal view is that the promise to send or the actual despatch of Canadian troops to the Near East should be decided by Parliament.

The ex-Premier, Mr. Meighen, addressing business men at the Conservative Club, assailed the delay of the Government in replying to Britain's appeal. He asserted that the policy of delay might drag Canada into war. What Britain desired was a declaration of the Empire's solidarity. Mr. Meighen said he would back Mr. Mackenzie King in rushing a message of loyal co-operation, similar to that of New Zealand and Australia. He added: "Canada, which was a party to the Sevres Treaty, when asked to stand by the compact, should have said 'Aye ready,' but did nothing."

Toronto, Sept. 23.

As an outcome of the Near Eastern Conference, Britain, France and Italy have jointly invited Turkey to a conference, promising to recognise the Maritza frontier, including Adrianople, and Turkish sovereignty over the Straits, subject to guarantees of their neutrality. The foregoing is conditional on the Turks not crossing the neutral zone.

Before the conference the Allies will use their influence to effect the withdrawal of the Greeks to a line fixed by agreement between the Allied Generals and the Turks and Greeks, the meeting for which should be held at Mudania or Ismid between the Allies and Mustafa Kemal.

The conference concluded by expressing its conviction that the Allies will be able to co-operate with Turkey like an ally in the re-establishment of peace.

The invitation suggests a meeting at Venice or elsewhere between plenipotentiaries of the British Empire, France, Italy, Japan, Rumania, Jugo-Slavia, Greece and Turkey as soon as possible to conclude a definite peace treaty between the Turks, Greeks and the Allied Powers. The latter are willing to support the allocation of the aforementioned frontiers to the Turks, it being understood that measures will commonly be agreed upon to safeguard the

(Continued on Page 3.)

## JAPAN AND RUSSIA.

## The Changchun Conference.

Tokyo, Sept. 23.—It is reliably reported that the Cabinet has instructed the delegates at Changchun that the first agreement must apply to China only, and become effective immediately on signature. The Nikolaevsk affair and occupation of Saghalien were so closely connected that they were not discussable separately. Japan would be prepared to discuss the evacuation of Saghalien after the China agreement was concluded.

If the Russians insist on discussing Saghalien at the present conference, Japan will withdraw. Japan agrees that the application of prohibition of propaganda and hostile movements be extended to Soviet Russia.—Reuters.

Changchun, Sept. 23.—The conference resumed its session on Saturday. Acting on instructions from Moscow the Russians insisted on the evacuation of Northern Saghalien, which should be considered independently of the Nikolaevsk affair and requested that a date be fixed for the withdrawal of troops as declared beforehand, to which the Japanese persisted in their former attitude that the evacuation of Saghalien would be effected immediately upon a settlement of the Nikolaevsk affair, which should be considered forthwith after the signing of the general agreement now under discussion. The Japan delegation declared it was impossible to indicate any date for the evacuation before the signing of the agreement. It was finally decided to adjourn the conference until the Japanese receive final instructions from Tokyo.—Reuters.



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EARLIER TELEGRAMS.

BRITAIN'S STAND AGAINST TURKEY.

Continued from Page 2.

Interests of Turkey and her neighbours, demilitarise certain zones  
which shall be determined, ensure peaceable and regular establish-  
ment of authority, and finally assure efficaciously, under the  
auspices of the League, the freedom of the Dardanelles, Sea of  
Marmora and Bosphorus; also protection of racial and religious  
minorities under the three Governments; also support Turkey's  
admission to the League. The Allies repeat their promise to leave  
Constantinople when the treaty becomes effective.

London, Sept. 21.

A deep sigh of relief was heaved in London and Paris at last  
evening's announcement that a deal had been reached between  
the Allies and a united Note sent to Ankara instead of a series of  
separate Notes as appeared probable.This decided change in the situation for the better was not  
anticipated and only came at the conclusion of a strenuous day's  
deliberations by the staff of Lord Curzon, M. P. and Sir George  
Smyth.

Paris, Sept. 21.

An authoritative informed French correspondent learns that  
the conditions are very acceptable to Turkey. He has gathered the  
impression in his own circles that Ankara is satisfied with the  
contemplated substantial modifications of the Treaty of Sevres.  
A new peace treaty is proposed in the Treaty of Sevres.  
Probably settle with the Turkish-Greek conflict and the Treaty of  
Sevres. In the latter instance being a substitute for the Treaty of  
Sevres. It is anticipated that all nations concerned will be satis-  
fied with the new proposals except the Greeks, whose aspirations  
after territorial expansion will be frustrated. Tribute from Paris  
is particularly lavished on Lord Curzon, to whose sincere desire  
to avoid war M. Poincaré strongly testified after the Conference.

Constantinople, Sept. 21.

A strong force of Kemalist cavalry crossed the neutral frontier  
in the Chanaq region near the village of Erenkeu yesterday within  
gunshot of the British lines. The Governor of Chanaq was sent  
to warn them to retire as they were transgressing the neutral zone  
and arranged that General Shuttlesworth should meet the Turkish  
Parliamentaries at six o'clock this morning with the view to obtain-  
ing an amicable withdrawal of the Turks. General Harington has  
summoned the Ankara representative here for the purpose of making  
similar representations. It is believed that in view of the Allied  
acceptance of the Turkish Thracian demands a friendly under-  
standing will be reached.

Constantinople, Sept. 21.

The British destroyer Speedy sank in seven minutes in the  
Sea of Marmora as the result of a collision with a Dutch trawler.  
Ten of the crew of the Speedy were drowned and 87 rescued.

BOMBING PLANE CRASH.

Minesola, Sept. 21.

The pilot, two non-commissioned officers and three privates were  
killed by a huge bombing plane, participating in Army manoeuvres  
at Muchfield, crashing. The machine burst into flames when it  
struck the ground and was completely destroyed. Three of the oc-  
cupants were incinerated and the others thrown clear. Thousands  
of spectators were on the field which was brilliantly illuminated by  
searchlights.

THE RUBBER PROBLEM.

Amsterdam, Sept. 23.

Advices from London confirm the statement of Mr. Copeman,  
Chairman of the Eastern International Rubber Produce Trust,  
that prominent British rubber enterprises in the Dutch Indies are  
supporting the voluntary limitation of production. The Dutch Min-  
ister for the Colonies, however, is hesitating to submit official  
proposals in view of the rubber interest's opposition to the export  
duty and similar measures. Limited tapping is now advised.

(Continued on Page 5.)

TYPHOON AT WEN-  
CHOW.Terrible Losses on the  
River.Wenchow, Sept. 16.—A typhoon  
of the most devastating character  
known to the oldest resident here  
struck the port with startling sud-  
denness on Monday. The river  
craft suffered terribly. The China  
Merchants' steamer Feiching had a  
wonderful escape from serious  
damages. She was moored to a big  
ponton, strongly fastened by an-  
chors and chains, but the whole  
ponton broke away between 8 and  
8.30 p.m. and, in dense darkness,  
the ship, swung up stream. She  
struck a river-side house broadside  
and, although, unfortunately, the  
house was demolished, the tempo-  
rary holding up of the ship allowed  
time for her to be got under control.A Government launch, with 50  
men on board, was not so fortu-  
nate, for she crashed bows on  
into the river-side wall of the pro-  
prietor's yard by the A.P.C. This  
tenant her total wreck, but 24 of  
the men were saved through the  
diligent and praiseworthy effort of  
Mr. Powell, the A.P.C. agent,  
and his servants. Another steam  
launch went under with five men.  
The Chinese estimate that close  
upon 100 punks and other big craft  
were lost, whilst they place the  
loss of small boats, such as rain-  
pans, at about 1,000. It is impos-  
sible to estimate the total loss of  
life.On shore, walls and houses were  
falling like packs of cards. The  
city was in dense darkness, owing  
to the electric light being early cut  
off by the storm. The city now  
presents a picture of destruction  
which can only be described as like  
that of a place that has suffered a  
severe bombardment. The second  
rice crop is badly damaged and the  
orange trees have likewise suffered.The English United Methodist  
Church Mission has been badly hit,  
for the college, hospital and big  
church in the city have been seri-  
ously damaged. There is also  
news up to the present of six fine  
churches in the country being razed  
to the ground. The loss to this  
mission alone will total \$20,000.—  
N. C. D. News.

COD'S MENU.

A cod caught at Berwick con-  
tained in its stomach five crabs  
and a cabbage leaf, fresh and  
green.

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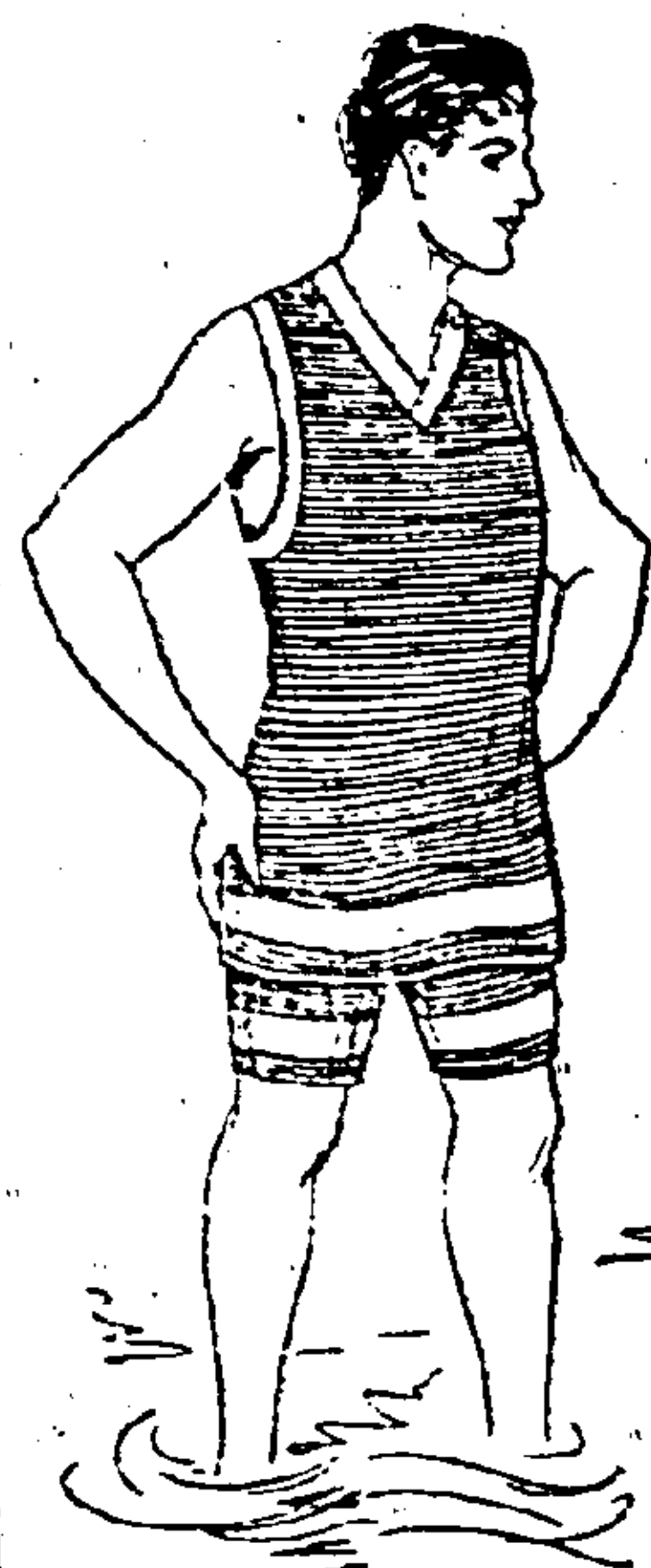
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HYSON 16th Oct. London, Rotterdam & Antwerp.

## LIVERPOOL SERVICE

KT. TEMPLAR 4th Oct. Marseilles, Havre & Liverpool.  
TYDEUS 20th Oct. Genoa, M'les, Liverpool & Glasgow.  
ORESTES 4th Nov. Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

TYNDAREUS 17th Oct. Victoria, Seattle & Vancouver.  
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ANTIOCHUS 5th Oct. via Suez.  
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TRUCER 15th Nov. via Suez.

## PASSENGER SERVICE.

TEIRBSIAS 25th Sept. for Singapore & London.  
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### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

"GLEN" LINE, LIMITED.

From UNITED KINGDOM.  
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& STRAITS.

The Motor Vessel  
"GLENOGLE"

having arrived from the above ports, Consignees of cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th. Sept., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 29th. September 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Hongkong, 22nd. Sept., 1922.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

The Steamship  
"HAROLD DOLLAR"

having arrived from San Francisco via Ports, on Sept. 22nd, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of Holt's Wharf, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Wednesday, Sept. 27th, at 2.30 p.m. when they will be examined by Messrs. Carmichael and Clark.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns. All goods remaining after 4 p.m. Friday, Sept. 29th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature.

THE ROBERT DOLLAR CO.

Hongkong, Sept. 22nd. 1922.

### CONSIGNEES.

#### THE ADMIRAL LINE.

The Steamship  
"STANLEY"

having arrived from New York, via Ports, on 22nd inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 28th. inst., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they will not be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 29th. inst., will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.,  
United States Shipping Board,  
Emergency Fleet Corporation.

Managing Agents,  
THE ADMIRAL LINE,  
No. 4, Des Voeux Road,  
Hongkong, Sept. 25th. 1922.

### THE CHINA STATION.

#### Health of the Navy.

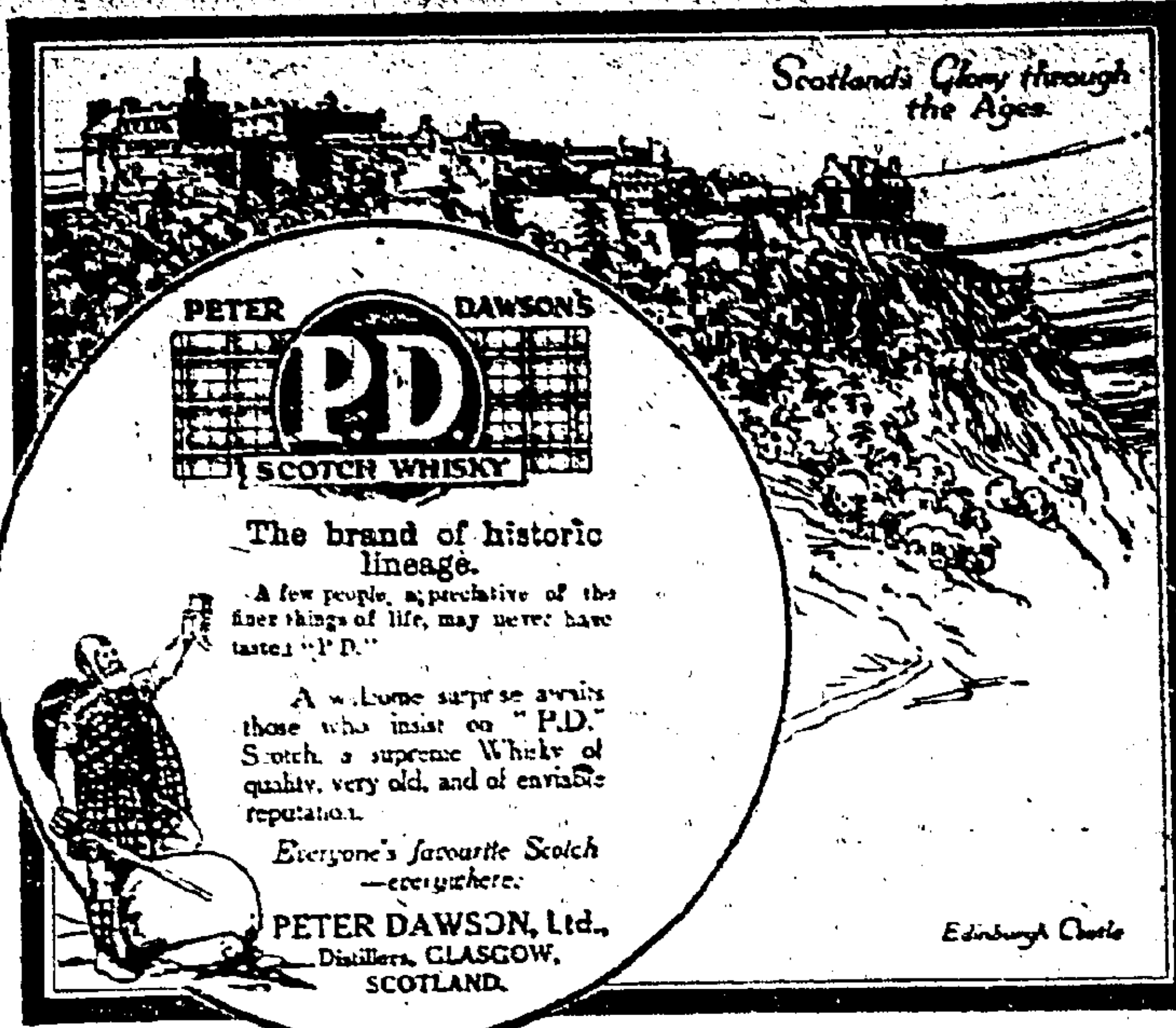
A belated—owing to the war—report of the health of the Navy in 1913 has just been issued by the medical department of the senior service. Curiously, the death rate, sickness rate and invaliding was lower than in 1914 notwithstanding the greatly increased establishment. In 1913, the naval forces on the China Station were small, the tide of naval activity having rolled westward, so that the average strength was only 720. The cases of sickness in the ratio of 1,000 were 754.16; and of invaliding 12.11. Unfortunately, the ratio of certain infectious diseases reached the highest of any station, these being at the rate of 170.22 per 1,000. On the other hand, the invalidings by ordinary diseases were the lowest of any station.

Commander J. W. Clayton has been appointed navigating officer of the Hawkins, flagship of the China Station, and on relief he will assume the duties of fleet navigating officer. His first appointment will date from Sept. 19. Commander Clayton has been in the service for eighteen years, having joined the old Britannia in September, 1904. He was promoted to his present rank in the present year. He saw much service in the late war, and as an officer of the Cornwallis—his was her navigating officer for a considerable time—took part in the operations in the North Sea.

Commander G. F. B. Edwards-Collins has been appointed to the Hawkins for special duty on relief, date to be that of joining. Commander Edwards-Collins became a naval cadet in 1899, reached the rank of commander in 1917 and at the opening of the late war eight years ago was navigating officer of the battleship Superb. He, too, saw much service in the North Sea.

20,000 PIGEONS IN RACE.  
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### EARLIER TELEGRAMS.

#### THE SITUATION IN IRELAND.

London, Sept. 21.  
A feeling of hopefulness as regards the future is at present on the ascendant in Ireland, notwithstanding the continuance of outrages. Heart of grace is taken from the fact that Parliament is functioning steadily and pursuing its duties under the courageous leadership of the new President, Mr. Cosgrave. Darker features are furnished by the record of new crimes, chiefly ambushes of National troops fighting about Sligo. A particularly severe and striking example of fraternal strife is afforded in the shooting of a young irregular leader MacNeill, whose two brothers hold high rank in the National Army, while their father, Professor MacNeill, Minister of Education, is regarded as the most distinguished member of the Dail.

Ulster is still the *qui vive*, Belfast is still the danger spot for disturbances, although quieter than recently.

#### THE MORPHIA EVIL.

London, Sept. 23.  
At the opium debate at Geneva on September 19, Mr. Chao Hsin-chu said that the Chinese delegation had been instructed by its Government to appeal to the League of Nations for immediate steps to put a stop to the smuggling of morphia into China; also through Assembly of the League China appeals to those countries manufacturing morphia not to allow such harmful drugs to be freely exported to any country from which it might finally be smuggled into China. They sincerely hoped that the system of export and import certificates would prove a remedy against smuggling.

#### THE REPUBLIC OF TURKISTAN.

Constantinople, Sept. 23.  
It is announced here that Moscow has formally recognised the Republic of Turkestan, comprising Jara and Khiva, with Enver Pasha as President.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship  
"PRESIDENT McKINLEY"

having arrived from Manila P. I. on Sep. 21 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 26th inst., by the Company's Surveyors, Messrs. Anderson & Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.,  
United States Shipping Board,  
Emergency Fleet Corporation,  
No. 4, Des Voeux Road,  
Managing Agents.

THE ADMIRAL LINE,  
Hongkong, 21st. Sept., 1922.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Company's  
Steamer "ORESTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 23rd. September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

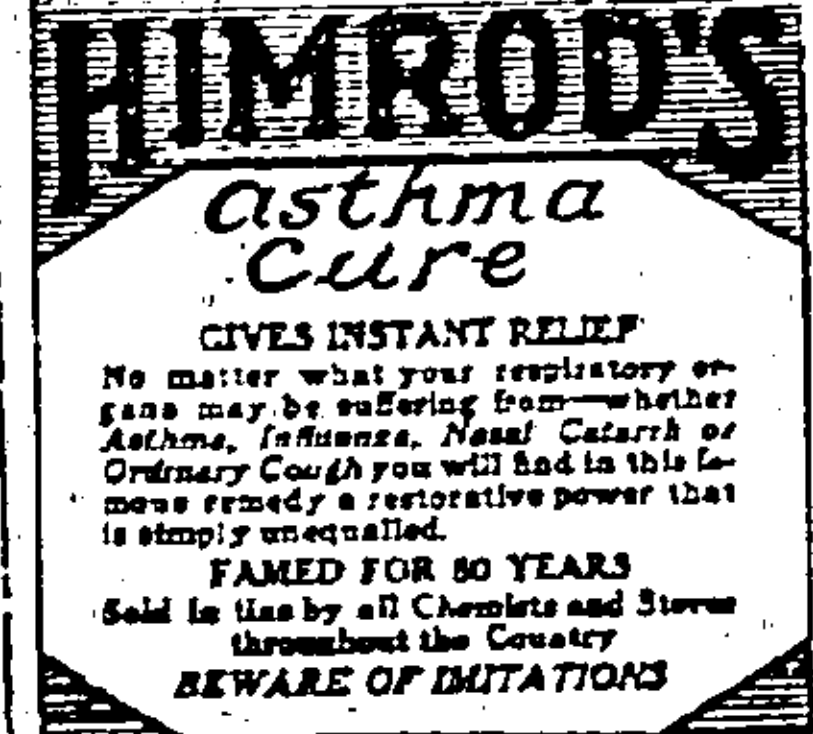
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th. Sept., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th. October, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.  
Hongkong, Sept., 23rd. 1922.



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Cure

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BEWARE OF IMITATIONS

#### NOTICE TO CONSIGNEES.

THE NORWEGIAN AFRICA  
& AUSTRALIA LINE.

S. S. "RINDA"

The above vessel having arrived from Scandinavia Ports, on the 22nd. Sept. 1922, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th. Sept. 1922, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 27th. Sept., 1922, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Owing to damage sustained by typhoon consignees will probably be required to sign Average Bonds the percentage of which will be declared later.

Bills of Lading will be countersigned by

THORESEN & COMPANY,

Agents.  
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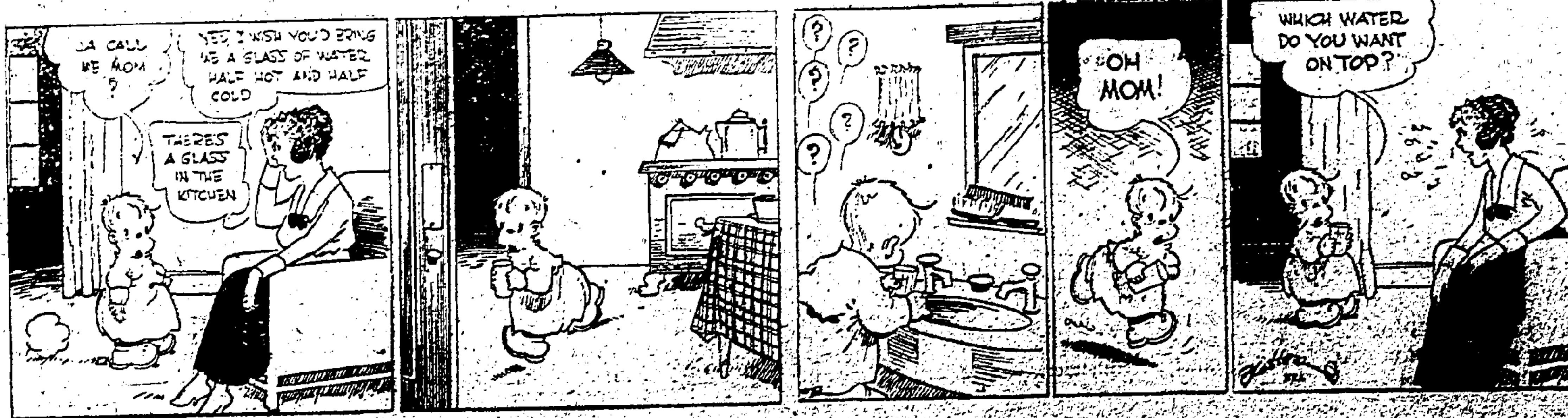
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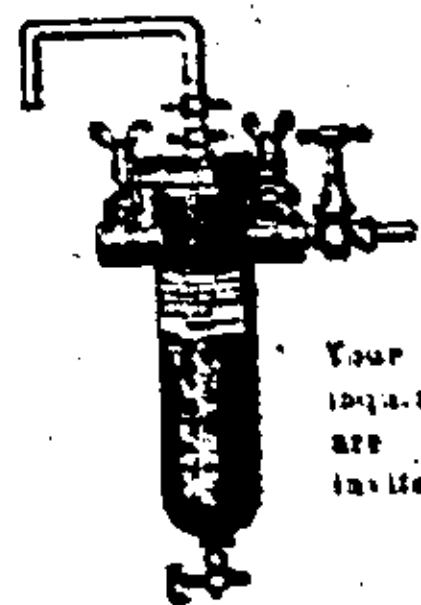


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### ACKNOWLEDGMENTS

Mrs. J. D. Logan and family beg to thank all friends for their kind expressions of sympathy and floral tributes in their recent sad bereavement.

Mrs. Spafford wishes to tender her thanks to her relatives and friends for the many expressions of sympathy in her recent sad bereavement, also for the floral tributes sent.

**The Telegraph.**

HONGKONG, 25th Sept., 1922.

### THE DARDANELLES.

Seemingly the trouble arising out of the Greek reverse at the hands of Turkey, which at one time, in Reuter's words, threatened to develop into the most serious situation since the European war, is likely to be ended without a further appeal to force. Largely this is due to concessions to Turkey. It is plain that the Treaty of Sevres is to be not modified simply but practically scrapped—that is to say, the policy of pushing the unspeakable Turk back into Asia has been abandoned.

On the paramount question, the freedom of the Straits, however, the stand upon which Britain has insisted, with the somewhat lukewarm support of the allies, is to be maintained. Anything less than this would have been an inexpressible disaster, undoing one of the chief military objectives of the great war. That conflict, said the Premier, "had demonstrated very clearly that the freedom of the Dardanelles was vital for the security of the Empire and protection of commerce. The closing of the Straits by Turkey, who owed more to Britain and France than any other Power in the world, was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania, and the prolongation of the war by two years."

Much ink has been spilled in debating the maxim *vis pacem, parva bellum*. Here at least the motto can show justification. The Kemalists, flushed with their successes in Asia Minor, evinced a truculent and menacing attitude, which, but for firm resistance on Britain's part, might have culminated in an attempt to rush the neutral zone, especially as France and Italy withdrew active support. The possible or probable consequences are not pleasant to contemplate. Besides setting at defiance the neutral-zone arrangements, there was the peril of more massacres. In

these circumstances Britain's preparations, all her forces on the spot being marshalled and reinforcements hurried from the Mediterranean, exercised a great steadying influence. A message from Paris says that the contemplated settlement satisfies all parties except Greece. That Turkey should feel satisfied is natural, seeing that the Allies are not to oppose her in Thrace. The all-round satisfaction, it is rather to be feared, is of a limited kind—the kind of satisfaction experienced when trouble has been warded off for the time being. What gives cause for unmistakable satisfaction is that Britain has stood firm over the freedom of the Straits.

### After Twenty-five Years.

It takes time to get things done in this Colony. In our extracts from *Telegraph* files of twenty-five years ago which we published on Saturday appeared the following in regard to the provision of recreation facilities for Kowloon:—"The population of the settlement is yearly growing, and, judging from the number of houses now in course of erection, the present European population of some 200 is likely to be doubled within a year. Kowloon already possesses a football team, but they have no ground upon which to play nearer than Happy Valley, and consequently all matches have to be played there." That last sentence might almost have been extracted from the K.R.A.'s recent communication to the Government on the same subject, because it was the very point that was pressed home therein. Happily, this last representation has met with success, and, for the first time in its history, the Kowloon Football Club will this season have its own ground on the peninsula. But it's taken a quarter-of-a-century's complaining to get it. Still, Kowloon is gradually coming into its own.

### Kowloon's Expansion.

Incidentally, the extract quoted above shows how tremendously Kowloon has grown in the past twenty-five years. The European population (meaning, we presume, the non-Chinese) was then "some 200." According to the last census it was over 3,000. A quarter of a century ago there appears to have been something of a building boom across the harbour, but it could not have compared with the activity now taking place. In the interim the peninsula has grown from a mere handful of houses to a thickly-populated residential district, and to-day it is extending outwards at a really astounding rate—witness the developments beyond the Coronation Road. We don't know that the progress has been altogether on the best lines. There have been too many flats and too few self-contained houses put up, for which there is really little excuse, considering the large areas of land available. After all, flats are not the ideal type of residence in the sub-tropics. And yet our builders go on repeating the mistakes of the past.

### Chinese Students.

The Home mail just to hand gives the text of Mr. J. O. P. Bland's reply to Mr. R. K. S. Lim, Chairman of the Central Union of Chinese Students in Great Britain, which shows that Reuter's summary was fairly comprehensive. As the question of the education of the Chinese is one of vital importance, the letter is worth another brief glance. In regard to Mr. Lim's statement that the methods of government in China depend entirely upon the official's educational antecedents, Mr. Bland intimates that all the political activities of the most prominent representatives of foreign education are essentially and necessarily Oriental in cause and effect so soon as they are exercised on Chinese soil. This has a slightly cryptic sound. Naturally and rightly these activities are coloured by Oriental conditions, which need not prevent Chinese officials from profiting by Western science. A very brief visit to Peking or Canton, says Mr. Bland, will dispel the illusion that Occidental ideas have any effect upon the procedure of these officials. On the contrary, a very brief visit to Canton and some other centres proves that, tardy as Westerners often feel the Chinese to be in adopting improvements, Occidental ideas are undoubtedly making headway.

## DAY BY DAY.

### FLAGRANT EVILS CURE THEMSELVES BY BRING-FLAGRANT.—Cardinal Newman.

No cases of communicable disease were notified in the Colony on Saturday or Sunday.

The Hawaiians gave another excellent entertainment at the Theatre Royal on Saturday night. This was their farewell performance.

It is stated on what is said to be reliable authority that General Yip Kue will return to Canton with General Chau King-ming after the Autumn Festival.

Mr. and Mrs. J. H. Taggart, Mr. Ho Fook, Dr. E. O. Eckstein and Dr. G. G. Campbell were among the departures by the Admiral liner President McKinley.

With the object of trying out police recruits, a friendly game of football was played between the King's and Police on the Murray Parade Ground on Saturday. The soldiers won by seven goals to nil.

Yung On, a clerk living at No. 37, Sharp Street, reports to the police that he discovered that his purse, containing \$150, had been stolen from his pocket, on looking for his tram ticket aboard one of the cars last evening.

A new six and a half thousand ton Norwegian vessel, the *Tilthorn*, built only last year, has run ashore on the San Nicholas Shoals, near Manila. It is hoped that it will be possible to get her off with the assistance of tugs from Manila. The *Tilthorn* does not call at Hongkong.

Four more recruits arrived from Home by the P. and O. *Mantua* for the European Police Force of the Colony. They are Messrs. Adams, Roberts, Goddard, and McLaren. The number of the reinforcements recently arrived is now twenty-four. There are now 184 men in the European section of the force.

At two o'clock on Saturday morning robbers boarded a junk in the harbour in the guise of detectives out on an arms search. When the mistress of the boat was aroused by the cry of one of the men the men to "Get Up!" she saw one of the strangers sitting on top of the hatch and two inside the cabin, where the family were sleeping. Intimating that they would use revolvers if their injunction to keep quiet was not observed, they dispossessed the women of bangles valued at \$32. The eventual escape was effected in a sampan which the gang had apparently used to come alongside.

Sir Alexander Hoggie, has had to have his right foot amputated as the result of an illness contracted through hardship endured while in the Consular Service in China. The illness developed a fortnight previously, and Sir Alexander's power of resistance was affected by an impaired constitution due to prolonged and close work on the making of a new map of China, which he had just completed. Sir Alexander was Commercial Attaché to the British Legation in China from 1905 to 1909, and was appointed personally to investigate the production of opium in China in 1910. His report will be remembered as an able and authoritative document. He has also written a standard work on Manchuria.

### SINGAPORE'S TELEPHONES.

The following is not without a certain topical interest: "Not half the number of Europeans know Malay now as did twenty years ago, and not half so well. This point is brought out in the report of the Police Force in which it is said: 'In Singapore there has been a great improvement in the telephone service. The chief drawback from the European public's point of view is that we are not able to supply an English-speaking constable or clerk to be on hand all the time at all the 55 telephones to answer the increasing number of persons whose Malay vocabulary is limited.' Not only do the police have this difficulty in language. We have dozens of messages in half Malay, half English and half Chinese. The greatest difficulty is to get the name of the firm or person speaking. 'J. L. & Co.' is not sufficient. It must be (for some) 'Messrs. John Little and Company, Limited, sub-assistant accountant's office.'

## CRIMINAL SESSIONS

### Two-year-old Murder.

The case in which Mak Wa was charged with the murder of a coolie, name Chan Tsan, on May 31st, 1920, commenced at the Criminal Sessions before Mr. Justice Wood this morning.

The Attorney-General (Hon. Mr. J. H. Kemp) conducted the case for the Crown, and Mr. Ehley Zeilyn (instructed by Mr. Leo D'Almada) appeared for the defence.

The jury were Messrs. S. H. Dutton (foreman), F. L. Marques, F. S. Harrison, E. H. S. Summers, L. Nelson, H. Gittins and K. P. Young.

Outlining the story for the prosecution, the Attorney-General said, like the murder case of the last Sessions, this crime occurred over two years ago. The facts were quite simple. Three coolies were carrying rattan from a godown on the Praya, down at Kennedy Town, to a junk. Deceased was in front, the other two following behind. Deceased had just crossed the side-channel of the roadway when a man, accompanied by two others, rushed up to him. This man stabbed deceased and the other two apparently struck him with their fists. Deceased fell and died in a few minutes. The three assailants ran away.

The two coolies behind the deceased, would be called, the Attorney-General continued. They would state that the man who stabbed deceased was the prisoner. They would also state that they had known accused for many years. Counsel said he could not suggest a motive for the crime, when arrested prisoner said: "I have nothing to say. I got three weeks' leave and went to Canton. I know nothing about it. My clansman took me to Siam."

Prisoner was a Sanitary Board coolie, the Attorney-General explained, and a week before the murder he took three weeks' leave. He might say that he was away on the day in question, but on the evening of the day of the murder a witness would say that he saw accused in the street at Yaumatei. Prisoner had three weeks' leave and never returned. He may have gone to Siam, the Attorney-General went on, but he said nothing at the time that he wanted to leave the Government service.

The evidence was then taken. Mr. Zeilyn asked one of the witnesses if he knew deceased.

Witness replied that they were coolies together.

Mr. Zeilyn:—Were you in each other's confidence?

The witness apparently did not understand and his Lordship suggested:—Did you know each other's family affairs?

Witness:—Being a coolie, My Lord, I haven't got a family, (laughter).

Case proceeding.

## LAWN TENNIS.

### Garrison League.

R. E. "A" beat King's by 41 games to 37. Scores: Q.M.S. Longbottom and S.S. Best (R.E.) lost to L.L. Leader and R.S.M. Mitchell (King's) 4-5, lost to C.Q.M.S. Burnett and Sgt. MacManamon 4-5, beat Sgt. Baker and Cpl. Beasley 7-2. S.S. Redpath and Spr. Newing lost to Leader and Mitchell 3-6, beat Burnett and MacManamon 7-2, beat Baker and Beasley 8-1. Sprs. McWhinnie and Pilling lost to Leader and Mitchell 3-6, lost to Burnett and MacManamon 2-7, beat Baker and Beasley 6-3. Small Units beat King's by the narrow margin of three games. Scores not to hand.

### League Table.

	P.	W.	L.	P.
R.E. "A"	11	11	0	11
R.E. "B"	11	9	3	8
R.A.O.C.	8	6	2	6
88 Co., R.G.A.	10	3	7	3
Small Units	10	3	7	3
H.A.M.C.	7	2	5	2
King's	9	0	9	0

The Garrison Doubles Challenge Competition has been arranged to be played on 2nd, 3rd, and 4th October.

### 24 MILES IN A PUNT.

Mr. Le Mander, Wolverhampton, prospective Liberal member for North Herefordshire, recently journeyed by punt on the River Lugg from Leominster to the junction of the River Wye to test the accessibility of the river, which is being cleared by the Lugg Drainage Board.

## TO-DAY'S MISCELLANY.

The question of extradition, lately to the front in connection with the Bryan case, is commonly supposed to concern only the relations between one country and another. It may arise, however, within a single country. In America, for instance, extradition proceedings have to be set on foot whenever an alleged criminal takes refuge in another State than the one in which the offence was committed. And they are by no means a mere formality. The Supreme Court has decided that there is no compulsion on a State Government to comply with a requisition of this kind sent him by the Governor of another State. The surrender of the wanted man is sometimes refused on the ground that the crime charged against him is unknown to the laws of the State to which he has escaped. But that is not the only reason that is considered sufficient. Not many years ago the Governor of Massachusetts declined to surrender a negro accused of a crime against a white girl in West Virginia. He refused to honour the extradition papers on the ground that there existed in the latter State a race prejudice which would prevent the man's receiving a fair trial.

A curious point in Geography has arisen through the suggestion made to the Federal Government of Australia that the Tasman Sea, between Australia and New Zealand, should be renamed "Aozac Sea." The Prime Minister replied that he was unaware of any authority or power in the Government to make the change, and he suggested that it was a serious thing to change the name of a great ocean highway. In effect, who can claim any authority in such a case? The Versailles Conference renamed Europe to some extent, and studied national feeling by giving to tracts of country the names of the nationals dominating the regions, but this was, in intention, a simplifying process, and the combined will of a great European Congress with the majorities of the peoples concerned was certainly warrant enough. There are cases also where there are common variants in naming. In Dublin there has been the "O'Connell Street" and "Sackville Street" variant. We have the case of the German Ocean and the North Sea. When we say "The Channel" the French say "La Manche." There are variants in the names of cities such as Stambul and Constantinople, but in many cases these variants have grown up side by side through a long period of time.

The King's recent host at Bolton Abbey would be even wealthier than is the case but for the spending capacity of the sixth Duke of Devonshire, who succeeded when under age and came into a colossal fortune on attaining his majority. In order to assert the dignity of his position he would drive to race-meetings in a coach-and-six, with twelve outriders. When sent as Ambassador Extraordinary to St. Petersburg for the coronation of Nicholas I he spent £50,000 in excess of the sum allowed him by the Government. The first Duke of Devonshire also came on impairing the family fortune, though in a different way. He in the Royal Presence Chamber shortly before the Revolution 1688, the Duke struck a man treading on his foot. To do a blow within the precincts of royalty was then regarded as such a serious offence, the culprit was sentenced to a fine of £30,000. Having granted time to find the money the Duke retired to Chatsworth and there received a message from James II offering to mite the fine if it were paid promptly. If your Majesty will allow a further delay I will play double or quits for the amount, replied the Duke. Before the King could answer this message the Prince of Orange had landed at Torbay, so Devonshire ended payment altogether.

Every day one hears cries of the cleverness of cats. Why not, for a change, take of their mental shortcomings? Here, for instance, is the story of a cat which fell into an iced well during a severe frost. It was feeding time in a London street—that is to say, the cat-meat man was going round, crying out "Just in! Just in!" Every cat but one in the neighbourhood was following. The odd one was tramping many a pitiful mile, after "muddy boy's" barrow.



# THE RIGHT OF AUDIENCE.

## Members of the Bar and Solicitors.

The following contribution to a London daily has some interest here having regard to a recent Ordinance, but one rather surmises that "Eldon Junior," the author of the article, is "quizzing."

I have long ceased to affect surprise at any suggestion thrown out in these hurrying and reckless times. Public and private life alike are liable to these interruptions from persons singularly insensitive to the traditions of the past and the necessities of order in the present.

Our public arrangements are peculiarly open to these incursions. A certain faultiness may be detected at intervals but, in the main, these arrangements have stood successfully the test of years. At any rate, if any change be required (and I am so far out of the fashion, as to think that little—if any—change is needed), then the alteration should be undertaken with becoming respect.

It is bad enough to interfere with practices sanctioned by the wisdom of our forebears. To be rushed into them, by a sort of fox trot, is intolerable.

I am moved to this protest by some strange proceedings at a recent meeting of the Law Society.

It was complained that, on occasion, counsel was not available in the high Court when a case was reached. In these circumstances, it was actually suggested that the solicitor in the cause should be empowered to conduct the case in counsel's absence.

It was even contended that this arrangement would bring satisfaction to the lay client. But the outrageousness of the proposal pales before the reception it was accorded. By a strange aberration, the Law Society adopted the idea.

However painful the subject may be to those who have not lost the respect due to ancient things, this monstrous must be taken into consideration.

The evil sought to be cured is a serious one. The absence of counsel from their duties (invariably as it occurs) presents an important difficulty, but the wisdom of our ancestors has provided an adequate remedy. The ancient order of "devils" is still in being, although its recruitment is not satisfactory.

The indisposition of young gentlemen in these days to work for nothing is really startling. The honour of acting gratuitously in the place of another who has been handsomely paid is not regarded as it used to be. The absence of that other on business for which he has also been amply remunerated does not (as it once did) improve the situation. The chance of succeeding, in due course, to these opportunities has lost much of its old attraction.

This is much to be deplored. Not only are such reversions to be cultivated for their own sake, but the prospects of advancement in a noble profession they hold out should be eagerly sought by young barristers.

I can assure them (as one who has done it) that the opportunities of being paid for work one has not performed are rapidly diminishing. Indeed, in no other direction than the Bar are such admirable chances to be gained. The "devils" should combine to save the ramparts of the law from the corroding breaches of time.

Such is the true cure for the situation the Law Society, in its precipitation, rushed to inflame. The solicitor, by some strange indisposition of Providence, invariably is wanting in respect for the barrister. Unlike his fathers before him, he fails to realise the special talents the barrister brings to his work and the awe thereby set up in the client's mind.

But the deficiencies of the solicitor fully weighed as they are in the Temple are beside the mark. We cannot tolerate these revolutionary ideas in the sacred territory of the law. For if the law fails to maintain its ancient ways, no enormity can be resisted.

# IRELAND'S TRAGEDY.

## How Michael Collins Met His End.

Under date Aug. 23, the Dublin correspondent of the Daily Chronicle thus describes the tragic end of General Michael Collins, Commander-in-Chief of the Irish Free State Army:

General Michael Collins, Commander-in-Chief of the Irish Free State Army, was killed last night in an ambush near his birthplace (Clonsilla) in County Cork.

Those who were present when he was killed are so overwrought that they have not yet been able to give a full account of what happened.

The Commander-in-Chief was with Major-General Dalton, the officer in charge of the troops in Cork; Commandant Dolan, Military Governor of Mountjoy Prison; and a sergeant-major named Conway.

General Collins and his party were in an open touring car, and were accompanied by a guard. They were returning from Bandon to Macroom, having been on a tour of inspection, and had just passed through a little village called Bealnahablaith, when they ran into the ambush.

A large party of irregulars, taking advantage of the hilly and wooded country, had concealed themselves near the road, and as General Collins's car approached they opened fire without giving any warning.

Nobody was hit by the first volley, and the Commander-in-Chief and his companions jumped out of their car and returned the fire.

Heavy exchanges took place for about half an hour, and when it was thought that the attackers had been beaten off, General Collins, who had fought all the time, fell mortally wounded.

He was hit by a bullet in the head at the back of the ear. He only survived a short time, but a moment or two before he died he said "Forgive them."

The fight continued, and shortly afterwards General Dalton was slightly wounded. One of the drivers was hit, and a motor cyclist who accompanied the party was wounded in the neck. The ambushers then retreated, and the party of soldiers returned sadly to Cork with the body of the Commander-in-Chief.

NATIONAL IDOL.

No event in Ireland has stirred the people more deeply.

Michael Collins was something more than a national hero. He was the idol of his country, a romantic, picturesque figure, who had come to be regarded almost as a symbol of Ireland's young manhood.

At early morn to-day, when the news of his death was passed round the military centres in Dublin, soldiers were nearly in tears.

PLOT AGAINST HIS LIFE.

General Collins knew that his life was in danger, but he persistently disregarded his own safety.

He refused to travel about in an armoured car with a big escort, although he was told there was a plot against his life.

Even when his car was ambushed on Friday, and it was obvious that his enemies were determined on his death, he still declined to shield himself.

"If they want to kill me, they must," he remarked with a shrug of his broad shoulders.

"He didn't care; he had absolutely no fear, no thought for himself," an old friend of his said to me to-day.

All Ireland is stunned by the news of his sad end.

DUPLICITY AT HALF PAST.

Every flag in Dublin is at half mast, and the city is stricken with grief.

That he should have been killed in so cruel a form of warfare, which often gives the attacked no chance, has aroused fierce anger, but the military authorities have warned the troops against indulging in reprisals.

The remains of the dead commander-in-chief were placed on a steamer in Cork harbour.

It is expected that the boat will arrive in Dublin late to-night.

LYING-IN-STATE.

General Collins is to be given a national funeral with full military honours.

There will be a lying-in-state in Dublin, and afterwards his remains will be interred at Glasnevin Cemetery, where Parnell is buried, and where Arthur Griffith was laid to rest a week ago.

Some months ago there was an attempt made on his life while he was in County Cork, but he did not allow the incident to be published at the time.

As he was starting out to visit a sister living on the outskirts of

the city, he was warned that a party of men had been told off to shoot him.

Michael Collins took a revolver with him and kept a sharp lookout for the would-be assassins, and going round a turn, he saw four men in a crouching position against the opposite wall.

He dashed up to them with drawn revolver, and ordered them to put their hands up, acting so suddenly that the men were completely taken aback.

Addressing the leader, whose name he had learned, Collins said: "I am told you want me; well I am here now, what do you want me for?"

"I did not want you at all," answered the man in a trembling voice.

"Very well," said Collins, "right about face, march, and clear."

He watched them out of sight, and afterwards remarked, "That quartette intended to do for me beyond doubt," but he refused to allow any further action to be taken in the matter.

ABOUT TO BE MARRIED.

General Collins was to have been married within the next week or fortnight.

He had been engaged for several months to Miss Kitty Kiernan, of Granard, Co. Longford, and the wedding was at first fixed to take place at the beginning of this month.

Urgent pressure of duties, which constantly took him to various parts of the country, caused its postponement.

General Collins had arranged to return in time for the opening of Parliament, fixed for Saturday.

MESSAGE TO THE FREE STATE ARMY.

The following message was issued to the Free State Army by G.H.Q.:

"Stand calmly by your posts. Bend bravely and undaunted to your work. Let no cruel act of reprisal blench your bright honour."

"Every dark hour that Michael Collins met since 1916 seemed but to steel that bright strength of his and temper his gay bravery."

"You are left, each, inheritors of that strength and that bravery. To each of you falls his unfinished work."

"No darkness in the hour, no loss of comrades, will daunt you. Ireland, the Army serves strengthened by this arrow." (Signed) R. U. Mulcahy, Chief of Staff.

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Is it nourishing? Is it healthful?

IT IS BOTH!

We feed our calves on Skim Milk. You will never starve drinking Skim Milk. It contains all the nourishing elements—the casein, etc., which ordinary milk contains (less the fats only), and is far more easily digested than whole milk because it is not rich in fats.

Skim Milk is a low-priced milk, specially suitable for making Puddings and thickening Soups. It also has many other uses.

## TRY IT!

You will soon be ordering it by the gallon.

A plentiful supply always on hand. Skim Milk is loaded with the now famous VITAMINES. Regular milk drinkers seldom suffer from diseases due to lack of Vitamines.

Milk for the kiddies is a builder of bone and muscle. Be on the safe side and let them drink Skim Milk instead of water.

PRICE 5 CENTS

PER BOTTLE.

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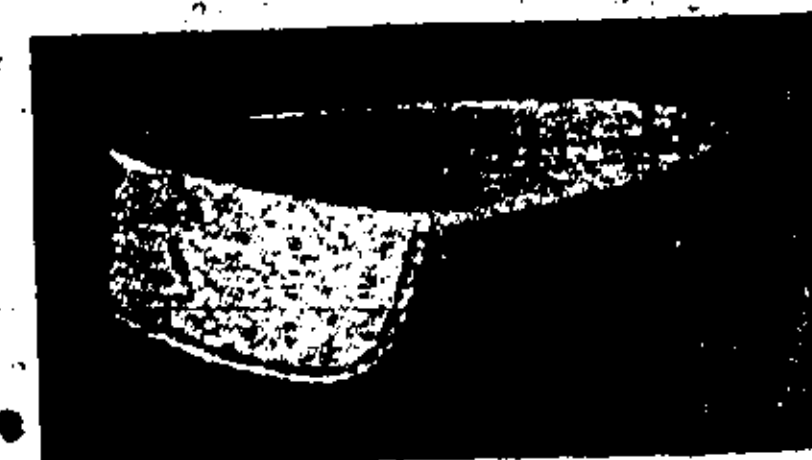
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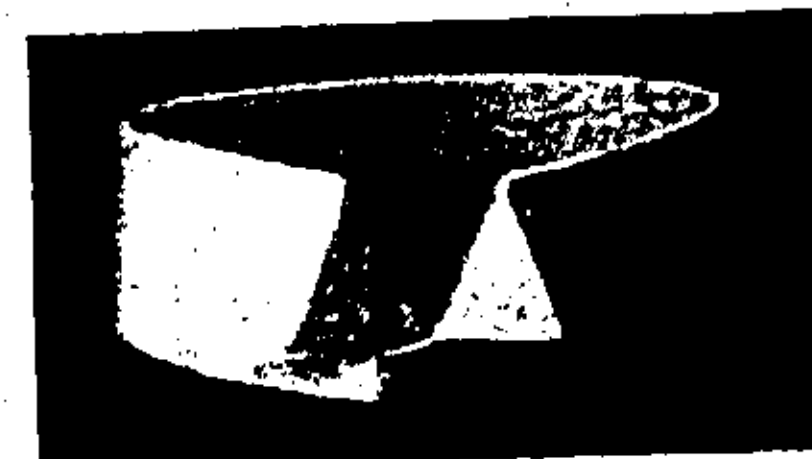
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Depths 14, 14, 14, 2, 2 1/2 inches. One trial of these Collars, which combine style and character with genuine comfort, will convince you of their Quality and Durability. Price 5s. 6d. per dozen.



All shapes in quarter sizes.

# CAPE WINES

FROM J. SEDGWICK & Co., Ltd., CAPE TOWN

Claret

Drakenstein (Hock Style)

Sauvignon Blanc

Old Chateau Brandy

Santhagen Brandy

GALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central

(Telephone Central No. 78)

A sure cure for Prickly Heat and other skin irritation caused by the hot weather.

## OUR PRICKLY HEAT LOTION & POWDER

50 cents and \$1.00

Obtainable only at

THE

## THE COLONIAL DISPENSARY

Tel. Cent. No. 1877. 14, Queen's Road, Central. Tel. Cent. No. 1877.

## WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, ECC NOODLES &c.

2120 UP—Central 2230.

## DINNER SERVICES, TEA SETS

FOR 12 PERSONS

RUGS

## CARPETS & TABLE COVERS

## HOP CHEONG

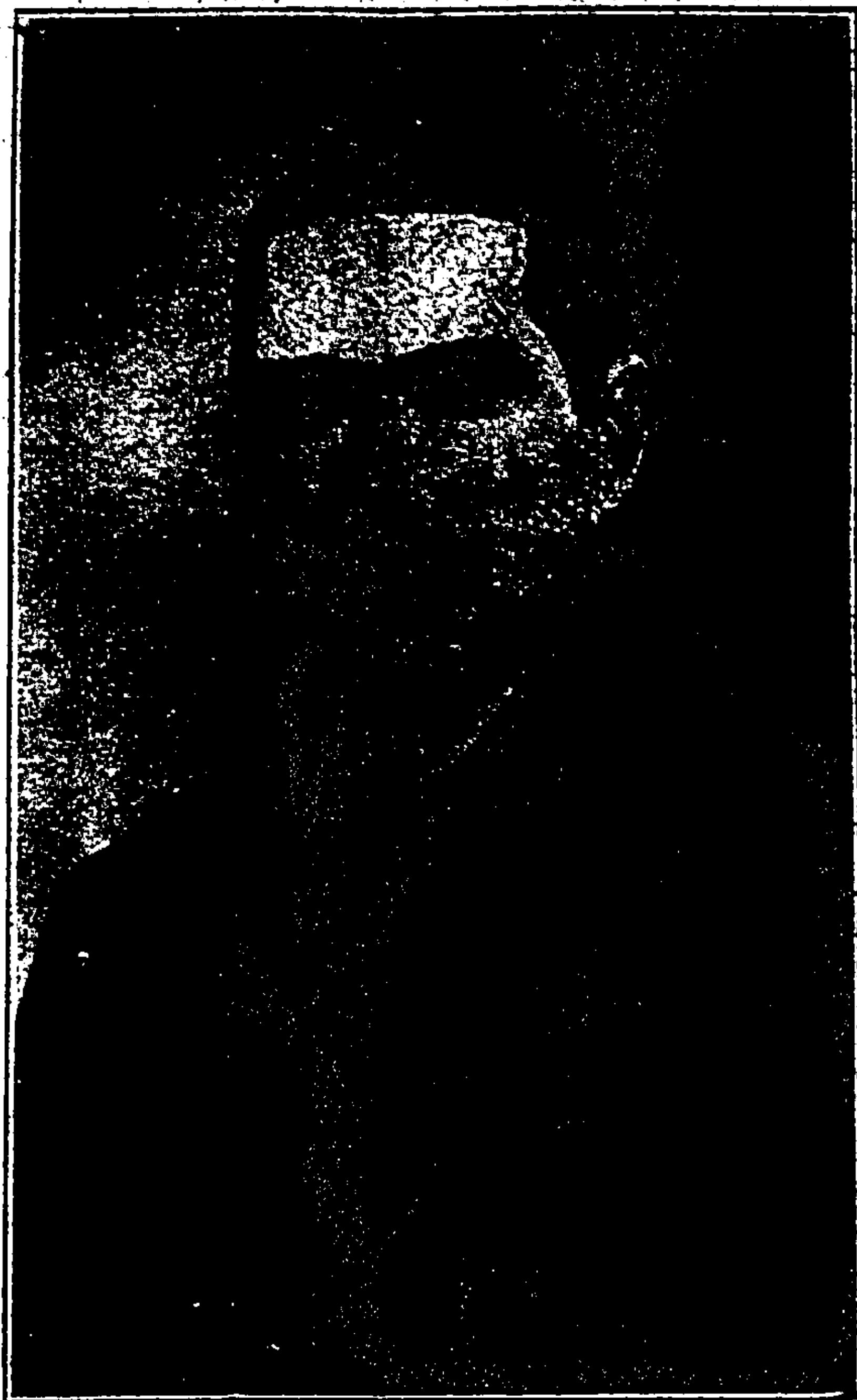
Telephone Central No. 654, Complete House Furnishers, 54, Queen's Road Central



# CAMERA NEWS



Mr. Warren S. Stone, President of the Brotherhood of Locomotive Engineers, an organisation which figured prominently in the U.S. railway strike.



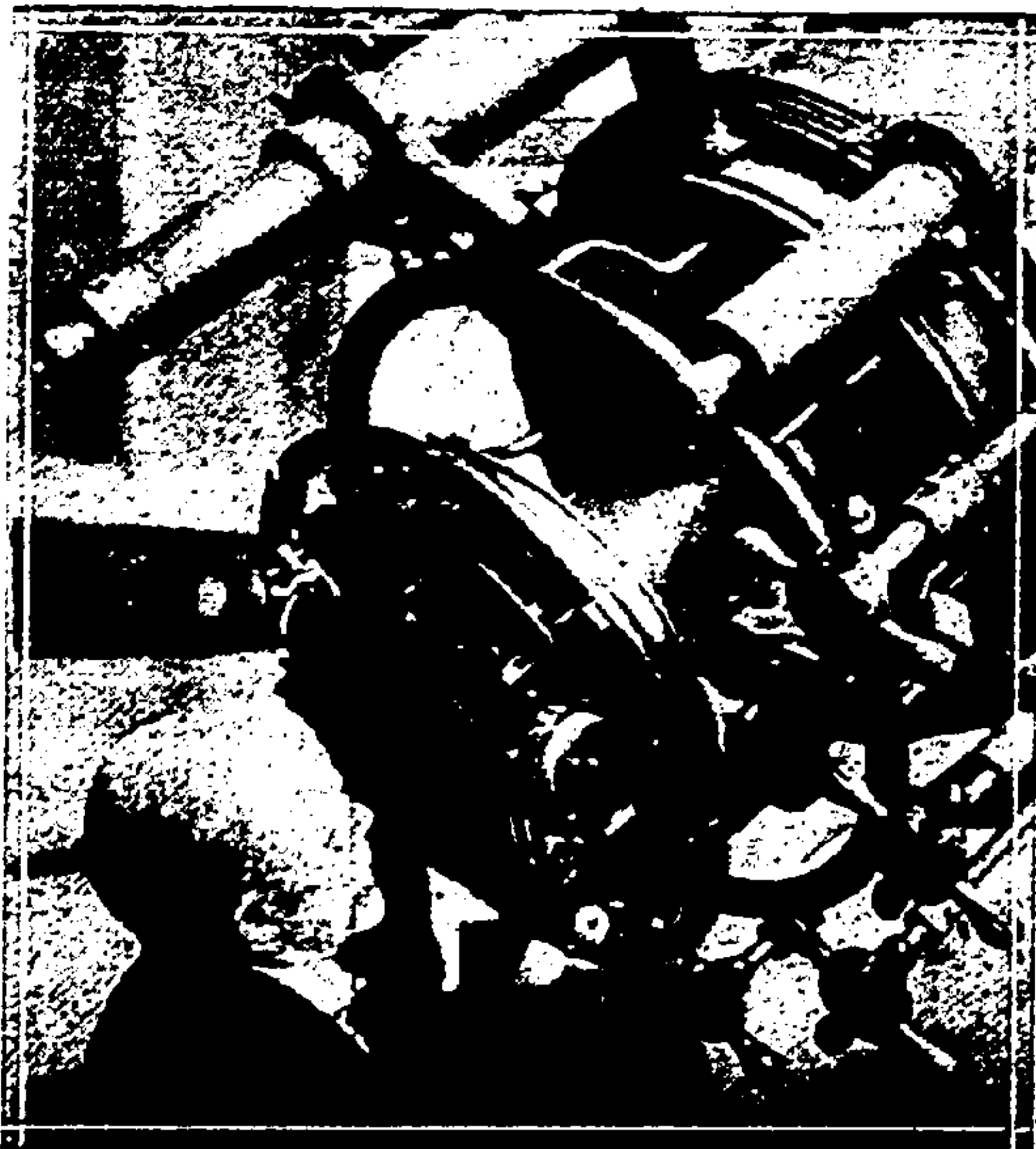
Dr. Sun Yat-sen, concerning whose activities we made some startling disclosures on Friday.



Another official who figured prominently in the U.S. railway strike—Mr. D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen.



Al. White, of Stanford University, who now holds the U.S. National fancy diving championship by reason of his defeat of Clarence Pinkston, Antwerp Olympic Games winner.



Professor Hal, head of the Naval Observatory at Washington, taking a look at Mars on its recent approach to within 42,000,000 miles.



This saw-fish was dragged out of the Indian River, Florida. Two baby saw-fish cling to their 16-foot parent.

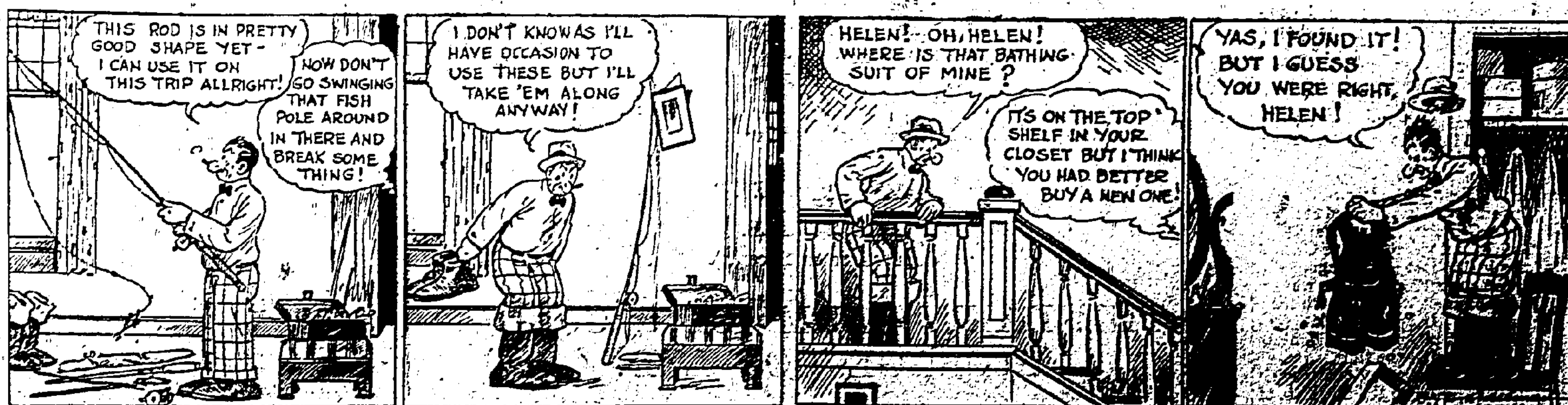


A Paris invention which aims at producing an aristocratic nose!

## DOINGS OF THE DUFFS

Tom Gets a Few Things Ready.

BY ALLMAN









## PACIFIC SHIPPING.



## HOME VIA CANADA

## Hongkong to England

Ship	From	Due	Ship	From	Due
Empress of Russia	Shanghai	Oct. 31	Empress of France	Shanghai	Nov. 5
Empress of Australia	Shanghai	Nov. 12	Empress of India	Shanghai	Nov. 22
Empress of Canada	Shanghai	Nov. 25	Empress of Japan	Shanghai	Dec. 5
Empress of Korea	Shanghai	Dec. 12	Empress of Scotland	Shanghai	Dec. 19
Empress of Russia	Shanghai	Dec. 18	Empress of France	Shanghai	Jan. 3

Other Atlantic Steamers every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Shipment of Goods on Atlantic Steamers at 5% here and through tickets issued. Early reservation necessary.

Three Transcontinental Transits Daily. Standard Sleeping Cars, Comfortable and Dining Rooms. Canadian Pacific Railway, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

40, Queen's Road, Tel. Central 754. Cable Address: CANPAC.



Through Route to Europe, U.S. \$46.00 First Class Through. HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

YAMATO M.	22,000	Oct. 4	YAMATO M.	22,000	Nov. 12
KURE M.	22,000	Oct. 18	YAMATO M.	22,000	Nov. 26
SHINYU M.	22,000	Nov. 2			

Calling at Keelung, SOUTH AMERICAN LINE. HONGKONG TO VALPARAISO.

VALPARAISO, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, SUTLEND, ARICA & IQUIQUE.

Through Route to Buenos Aires, YOKOHAMA, MANZANILLO, BALBOA, CALLAO, SUTLEND, ARICA & IQUIQUE.

ANYO MARU, 18,000, Oct. 18th. SEIYO MARU, 14,000, Nov. 18th. KURE MARU, 17,500, Jan. 18th.

For information, please apply to Y. TSUTSUMI, Manager, Nippon Yusen Kaisha, Ltd., 40, Queen's Road, Tel. Central Nos. 2574 & 2575.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

For freight or passage apply to

CHINA MERCHANTS S. N. CO.

LO SHUN WAN—Manager.

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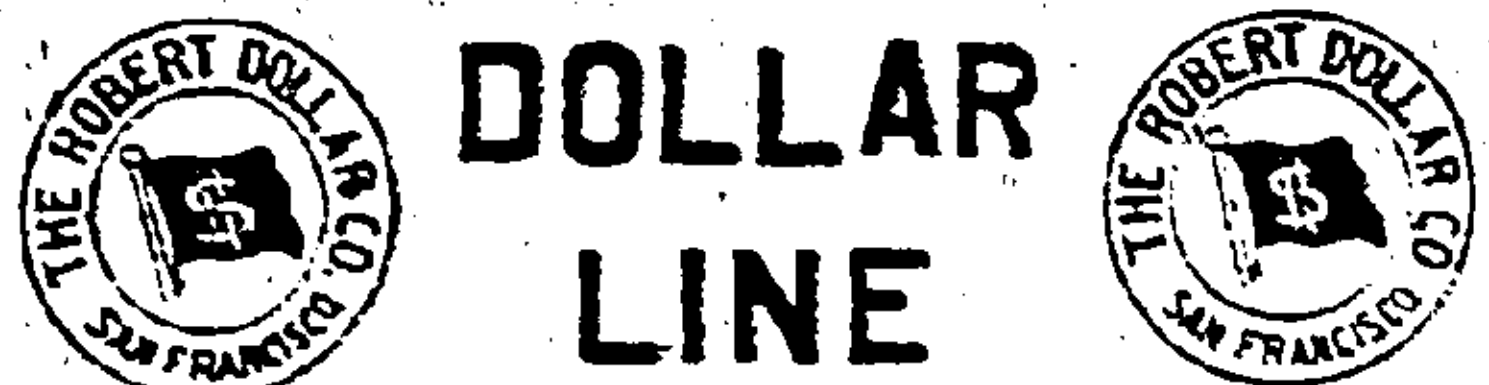
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## PACIFIC SHIPPING.



## SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York. S.S. DIANA DOLLAR ... 1st November.

For New York via Genoa, Marseilles, Boston and New York. S.S. M. S. DOLLAR ... 30th Sept.

For Los Angeles, San Francisco and Vancouver. S.S. HAROLD DOLLAR ... 25th October.

For Rates and Particulars Apply to THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

## NORDDEUTSCHER LLOYD

## REGULAR

## FREIGHT AND PASSENGER SERVICE

## ON THE NORTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailed in October.

For particular Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

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## PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Royal Steamers.

## SEATTLE &amp; VICTORIA

## SERVICE—COURTESY—SPEED—PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Jackson ... For Seattle ... Oct. 5 ... 11

S.S. President Grant ... For Seattle ... Oct. 19 ... 11

SPECIAL THROUGH RATE TO EUROPE \$52.00

MANILA SERVICE

S.S. President Jackson ... Sept. 27

S.S. President Grant ... Oct. 11

SAIGON, SINGAPORE & JAVA.

S.S. GLYMON

Through Bills of Lading to all United States and Canadian Ports, also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars apply to

THE ADMIRAL LINE

PASSENGER OFFICE: 41, Des Vaux Road, 4th Floor, 4th Floor, 4th Floor.

Tel. Central 2477 & 2478

For freight or passage apply to

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For freight or passage apply to

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For freight or passage apply to

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LO SHUN WAN—Manager.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$630.50

First Class Accommodation Throughout.

## Trans-Pacific Service

## HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NILE ... S.S. NANKING ... S.S. CHINA

September 30th. October 23rd. November 25th.

## JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS:

S.S. GORJISTAN ... S.S. GORJISTAN

To Swatow & Amoy. To Singapore, Batavia, Samarang

Sept. 28. To Sourabaya. Oct. 7.

S.S. ARMANESTAN ... S.S. ARMANESTAN

To Amoy & Swatow. To Singapore, Batavia, Samarang

and Sourabaya. Sept. 28.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

Passenger Building, 100, Queen's Road, Tel. Central 2151.

Central No. 1934. Cable add. "CHIMAIL"

## BOSTON &amp; NEW YORK.

## Joint service of the

## "BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.

## AMERICAN &amp; MANCHURIAN LINE

(Herman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

S.S. CITY OF LINCOLN ... via Suez Canal ... 26th Sept.

S.S. ANILOCHUS ... via Suez Canal ... 3rd Oct.

S.S. CITY OF MELBOURNE ... via Suez Canal ... 15th Oct.

S.S. AGAMEMNON ... via Suez Canal ... 29th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BITTERFIELD & SWIRE OF THE BANK LINE, LTD. HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON. REISS & CO.

CANTON.

## MESSAGERIES MARITIMES

## SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Destination: Suez and Discharge: Sailing Dates

Yokohama, Kobe, and Suez Canal ... 29th Sept.

Yokohama, Kobe, and Suez Canal ... 12th Oct.

Yokohama, Kobe, and Suez Canal ... 26th Oct.

Yokohama, Kobe, and Suez Canal ... 9th Oct.

Yokohama, Kobe, and Suez Canal ... 23rd Oct.

Yokohama, Kobe, and Suez Canal ... 6th Nov.

Yokohama, Kobe, and Suez Canal ... 20th Nov.

Yokohama, Kobe, and Suez Canal ... 4th Dec.

Yokohama, Kobe, and Suez Canal ... 18th Dec.

Yokohama, Kobe, and Suez Canal ... 1st Jan.

Yokohama, Kobe, and Suez Canal ... 15th Jan.

Yokohama, Kobe, and Suez Canal ... 29th Jan.

Yokohama, Kobe, and Suez Canal ... 12th Feb.

Yokohama, Kobe, and Suez Canal ... 26th Feb.

Yokohama, Kobe, and Suez Canal ... 12th Mar.

Yokohama, Kobe, and Suez Canal ... 26th Mar.

Yokohama, Kobe, and Suez Canal ... 9th Apr.

Yokohama, Kobe, and Suez Canal ... 23rd Apr.

Yokohama, Kobe, and Suez Canal ... 7th May.

Yokohama, Kobe, and Suez Canal ... 21st May.

Yokohama, Kobe, and Suez Canal ... 4th Jun.

Yokohama, Kobe, and Suez Canal ... 18th Jun.

Yokohama, Kobe, and Suez Canal ... 2nd Jul.

Yokohama, Kobe, and Suez Canal ... 16th Jul.

Yokohama, Kobe, and Suez Canal ... 30th Jul.

Yokohama, Kobe, and Suez Canal ... 13th Aug.

Yokohama, Kobe, and Suez Canal ... 27th Aug.

Yokohama, Kobe, and Suez Canal ... 10th Sep.

Yokohama, Kobe, and Suez Canal ... 24th Sep.

Yokohama, Kobe, and Suez Canal ... 8th Oct.

Yokohama, Kobe, and Suez Canal ... 22nd Oct.

Yokohama, Kobe, and Suez Canal ... 5th Nov.

Yokohama, Kobe, and Suez Canal ... 19th Nov.

Yokohama, Kobe, and Suez Canal ... 3rd Dec.

Yokohama, Kobe, and Suez Canal ... 17th Dec.

Yokohama, Kobe, and Suez Canal ... 31st Dec.

## COMMERCIAL NEWS.

## TRADE OF WENCHOW.

A phenomenal increase in Chinese imports forms the chief feature of the year's trade through the Maritime Customs, and such—taken together with a considerable increase in foreign imports (especially direct)—is responsible for the immensely enhanced record total valuation. This is scarcely cause for gratulation, however, inasmuch as the increased valuation is due chiefly to the amount of rice and foodstuffs—valued at 30 per cent. of the total trade and 49 per cent. of the import trade—imported to relieve the distress resulting from the disastrous storms of the year 1920. With these exceptional arrivals, it follows that the local trade balance was to the port's debit, even more than usual; nor is there any hope of relief until the extension of industrial work and the neglected mineral wealth add to the list of Wenchow exports. Obviously the buying capacity of these parts, mediocre as a rule, was further heavily reduced by the distress of the countryside. Hk. Tla. 3,000,000 being a careful estimate of the total loss on crops. Fortunately, there were no repetitions of the destructive typhoon of the previous season, and of the two rice crops, while the first was fair only, the second was excellent. Even in favourable seasons, however, the rice yield of these parts but just suffices for local needs; though it is to be feared that, in spite of constant vigilance, no small quantity is smuggled out. The orange harvest was scant, and farmers were rather hard hit on this account; but seeing that the culture follows lines somewhat too time-honoured and that there is rarely a judicious weeding out of the older trees, disappointing yields are only to be expected, even in favourable circumstances. Regrettably little enterprise is shown in the development of fruit cultivation generally, which might certainly prove a profitable source of livelihood. The exemption from export duty of tea destined for abroad, designed to assist the trade, appears to have had no striking effect on shipments of Wenchow tea, the markets for which were so poor, indeed, that it is reported that much leaf, remained unpicker. Of the other crops, rape seed was average; tobacco, poor; beans, good; wheat, bad. Timber merchants did well, and the increased arrivals of lorries facilitated their business. Of the imports, foreign cotton piece goods lessened by some 20 per cent., Chinese cotton products coming in remarkably increased quantity, however—a other noticeable characteristic of the year's trade. In the cigarette business also there was increasing competition between Chinese and foreign interests, the former greatly improving their position. Foreign metal, window glass, and kerosene oil arrived in average quantity. — Maritime Customs Report for 1921.

NEW FLAG—AFF FOR LAW COURTS.

A new flag—10ft. long, was recently hoisted at the Law Courts in London.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins, Benthleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

## Kowloon Docks

No. 1. Length 70ft.

Breadth 31ft.

No. 2. Length 70ft.

Breadth 31ft.

No. 3. Length 70ft.

Breadth 31ft.

No. 1 Slip

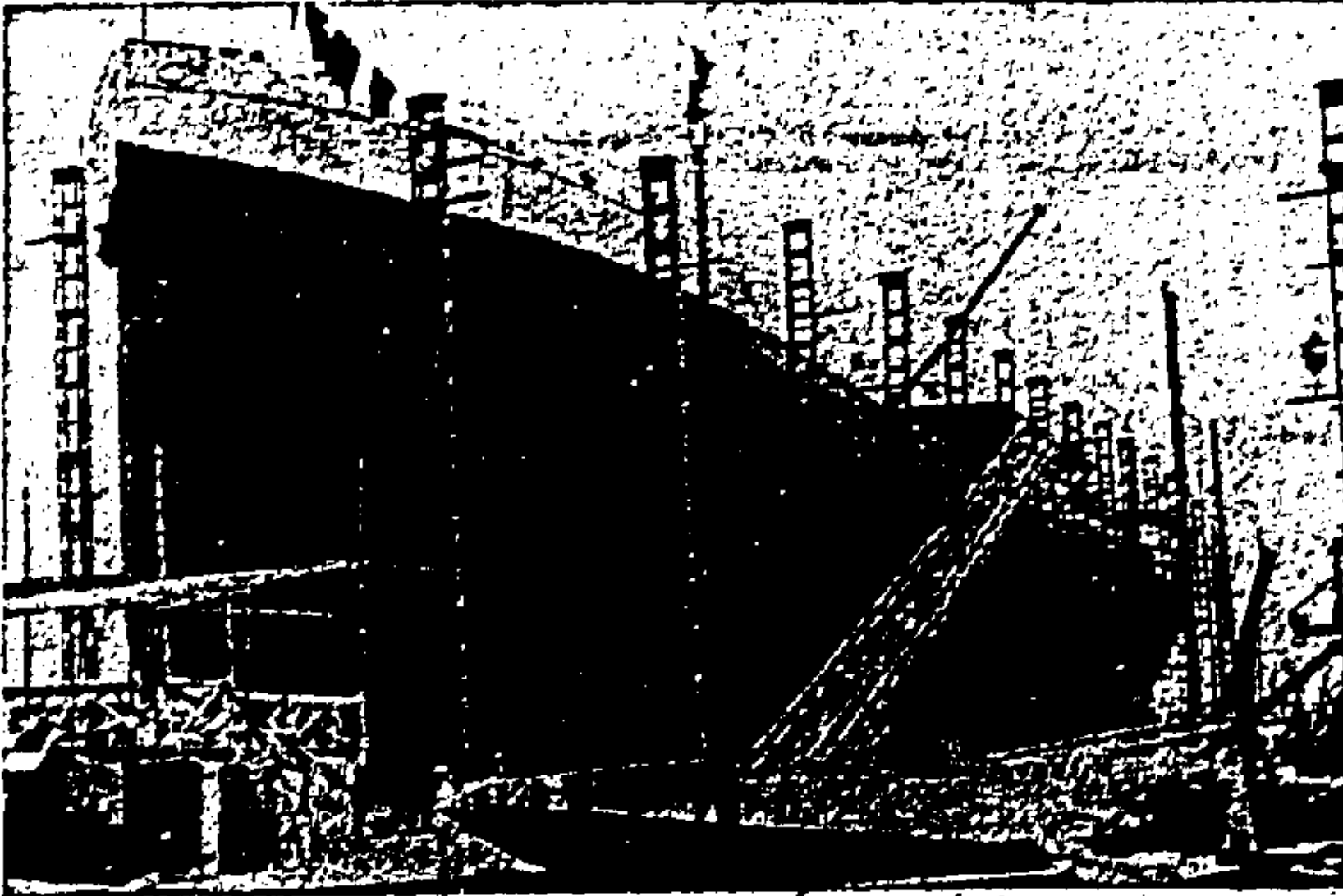
Length 200ft.

Breadth 60ft.

No. 2 Slip

Length 220ft.

Breadth 60ft.



## Tai-Kok-Tsu

JOSMOPOLITAN DOCK

Length 466ft.

Breadth 35ft. in

Aberdeen

HOPE DOCK

Length 432ft.

Breadth 34ft.

LAMONT DOCK

Length 332ft.

Breadth 25ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager

R.M. DYER, Esq., M.I.N.A., KOWLOON DOCK HONGKONG.



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MACEONIA	11,000	27 Sept. 11 a.m.	B'way, M'les, L'don, A'werp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp
SICILIA	6,702	18th Sept.	S'pore, Pang, C'bo & B'way
MANTUA	11,000	25th Oct.	B'way, M'les, L'don, A'werp
DONGOLA	8,000	8th Nov.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

JANUS 4,824 29th Sept. Calcutta via S'pore, Penang.

**EASTERN & AUSTRALIAN SAILINGS (South)**

ARAFURA 6,000 4th Oct. Manila, Hoilo, Sandakan, Thun, Is, T'ville, B'hane, Sydney and Melbourne.

For further particulars apply to the Agents.

**SAILINGS TO SHANGHAI & JAPAN.**

S.S.	Tons	From Hongkong (about)	Destination
MANTUA	11,000	25 Sept. 10 a.m.	S'hai, Moji, Kobe, Y'hama
SICILIA	6,702	2nd Oct.	Shanghai
DONGOLA	8,000	7th Oct.	Shanghai & Japan
ST. ALBANS	6,000	9th Oct.	Japan

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS. Passes Messengers not more than 25 ft. x 14 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE &amp; CO. Agents. 22, Des Voeux Road Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

O.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

Vessel.	Due Hongkong.
S.S. GLENARY	5th October.
S.S. GLENAPP	5th October.

**HOMEWARDS.**

Vessel.	Leaves Hongkong.	Discharges.
S.S. GLENARIFFE	18th Oct.	G'oa, L'don, A'werp, H'burg.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

**JAVA-CHINA-JAPAN LIJN.**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Departure	Arrival
Tjisalak	Japan	in port	24th Sept. Java.
Tjitaroom	Shanghai	30th Sept.	2nd Oct. Banka, Batavia.
Tjikembang	Java	30th Sept.	6th Oct. Shanghai.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574. York Buildings.

**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

Sailings:—To Canton daily at 8 a.m. &amp; 10 p.m. (Sun. 10 p.m. only). From Canton daily at 8 a.m. &amp; 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

**HONGKONG-MACAO LINE.**

Sailings to Macao Daily at 8 a.m. &amp; 2 p.m. (Sundays at 9 a.m. only). Sailings from Macao Daily at 8 a.m. &amp; 2 p.m. (Sun. at 5 p.m. only).

Further information may be obtained at the Company's Office, 4A Des Voeux Road Central, Messrs. Thos. Cook &amp; Son or the American Express Company, Hongkong.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

SHIZUOKA MARU ... Saturday, 30th Sept. at 11 a.m.

YOKOHAMA MARU ... Monday, 23rd Oct. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KASHIMA MARU ... Friday, 29th Sept. at 11 a.m.

HAKONE MARU ... Friday, 13th Oct. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

MATSUMOTO MARU ... Thursday, 29th September.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Second half of October.

SYDNEY & MELBOURNE via Manila, etc.

YUSHINGO MARU ... Tuesday, 17th Oct. at 11 a.m.

AKI MARU ... Tuesday, 14th Nov. at 11 a.m.

NEW YORK VIA PANAMA.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

SOMBAI via Singapore, Penang & Colombo.

SANTUKI MARU ... Monday, 25th September.

CALCUTTA via Singapore, Penang & Rangoon.

MORRICK MARU ... Friday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 13th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Thursday, 28th Sept. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

S.S. "KENDAL CASTLE" Sailing on or about 15th Nov.

**LYDD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI.**

S.S. "TRIESTE" Sailing on or about 30th October.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS

S.S. "UMLAZI" Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILINGS SUBJECT TO ALTERATION.

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	24th Sept.	3rd Oct.
CHANGSHA	14th Oct.	20th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

**"ELLERMAN" LINE.**

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

**OUTWARDS.**

"City of Tokio" 20th Oct. S'hai, Kobe & Yokohama.

**HOMEWARDS.**

"City of Sydney" 19th Oct. L'don, A'werp, R'dam, H'burg, G'row.

**PASSENGER SERVICE.**

"City of Paris" Mid. Dec. Marseilles & London.

"City of York" Beg. Feb. "

"City of Simla" Mid. March. "

"City of Poona" Mid. April. "

Subject to change without notice.

For further particulars apply to

REISS & CO. CANTON.

THE BANK LINE, LTD. (Tel. Central 80).

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoibow Ningsang	Wed. 27th Sept. at 8 a.m.	
TTAO via S'ow & S'hai Wingsang	Wed. 27th Sept. at noon.	
STRAITS & Calcutta	Wed. 27th Sept. at 3 p.m.	
TIENSIN	Wed. 27th Sept. at 4 p.m.	
TTAO via S'ow & S'hai Vatsing	Thurs. 28th Sept. at noon.	
MANILA	Fri. 29th Sept. at 3 p.m.	
TTAO via S'ow & S'hai Hongsang	Sun. 1st Oct. at noon.	
SANDAKAN	Mon. 2nd Oct. at 2 p.m.	
BANGKOK via Swatow	Tues. 3rd Oct. at 3 p.m.	
STRAITS & Calcutta	Tues. 3rd Oct. at 4 p.m.	
KOBE	Thurs. 5th Oct. at noon.	
KOBE via Yokohama	Tues. 10th Oct. at noon.	
KOBE	Sun. 15th Oct. at 4 p.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Fooksang" will be despatched on or about Wednesday, 27th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To S'hai
SHANGHAI & TSINGTAO	Liangchow	26th Sept. at 4 p.m.
H'HOW, P'HOI, H'PHONG, Kailong	Kailong	27th Sept. at 7 a.m.
MANILA, CEBU & ILOILO	Taming	28th Sept. at 4 p.m.
AMOI & SHANGHAI	Shansi	28th Sept. at 9 a.m.
SAIGON	Hanyang	28th Sept. at 4 p.m.
SWATOW & AMOI	Kiungchow	29th Sept. at noon.
SHANGHAI & TSINGTAO	Soochow	30th Sept. at 4 p.m.
SWATOW & SINGAPORE	Kiangsu	1st Oct. at noon.
SHANGHAI	Szechuen	1st Oct. at noon.
W'WEI, CHEFOO & TSIN Kueichow	Kueichow	1st Oct. at 4 p.m.
SWATOW & BANGKOK	Kaying	3rd Oct. at noon.
SHANGHAI & TSINGTAO	Kantow	3rd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SON, LTD.)

AGENTS. Telephone Central No. 36. Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	J. S. Thomson	TUES. 25th Sept. at noon.
Hailong	W. C. Patterson	FRI. 29th Sept. at 1 p.m.
Hailong	W. S. Turnbull	FRI. 29th Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE between JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 26th Sept.

For Moji, Kobe & Yokohama.

S.S. MACASSAR MARU Sailing on or about 10th Oct.

For further particulars please apply to—

K. ISUZUKI, Manager.

Tel. Central No. 2205. Second Floor Prince's Building.

SHIPPING NEWS.

THE HUANGPU CONSERVANCY. Mr. Hsu Yuen, Commissioner of Foreign Affairs at Shanghai, is now in Peking with the object of discussing with the Government affairs connected with the Huangpu.

**LADY QUALIFIES AS SHIP-ENGINEER.**

Miss Violet Drummond, daughter of the Hon. Mrs. Drummond, of Megginch Castle, Fortarshire, having finished her apprenticeship as an engineer in Dundee, has accepted an appointment on the engineering staff of one of the Holt Line steamers, trading between Liverpool and Australia. She is the first woman thus to qualify.

**DANGERS IN SALVING.**

The dangers attending salvage work have been apparent in recent attempts to save as much material as possible from the wrecked Willshire. First a storm carried away a large portion of the vessel amidships, and this was followed by a hurricane which still further broke up the wreck. A considerable quantity of salvage gear was lost.

**ACCIDENT TO C. M. STEAMER.**

The China Merchants S. S. Hsin-chang limped into Shanghai from Tientsin, remaining in port a few days for repairs. The propeller shaft was damaged on the voyage to Tientsin. On the return voyage, the Hsin-chang was accompanied by the Hsin-tung, the latter vessel remaining within easy distance of the crippled steamer in the event of rough weather making it necessary to tow the Hsin-chang to Shanghai.

**REDUCING FUEL BILL OF C. S. SHIPS.**

The horsepower of engines on various types of U. S. Shipping Board vessels is to be tested by special apparatus purchased by the Fuel Conservation Department. This was announced by Captain C. A. McAllister, vice-president of the American Bureau of Shipping and chairman of the special Shipping Board committee, as a step in the plans to reduce the \$45,000,000 annual fuel bill. Captain McAllister said that accurate information on the power of many government ships was not available and must be obtained before adequate results could be obtained.

**SPACE-SAVING DIESEL DESIGN.**

The North British Diesel Engine Works, Glasgow, have completed a prolonged series of trials on a remarkable new type of oil engine for installation in motor ships, which, it is claimed, has only half the weight, and occupies approximately half the space of the normal four-cycle Diesel motor. The design differs from all existing types, and possesses the extremely novel feature of sliding cylinders. With an engine of this class, each stroke is a working stroke, which accounts for the fact that for a given power, the size and weight are considerably lower than when the single-acting two-cycle or four-cycle principle is employed. An engine of 2,000 h.p. is now being built for installation in a ship, and according to the article published in the Motor Ship dealing with this interesting development, such an engine occupies exactly the same space as a reciprocating steam engine. It can therefore replace the steam plant in existing steamers, and the entire boiler space would be rendered available for cargo carrying.

**C. P. PLANS.**

The Victoria Daily Colonist says:—Plans of the Canadian Pacific Steamships to include Honolulu as a port of call during the winter months have been abandoned. It is announced by the Company. The Honolulu call has been cancelled for all sailings, and a new sailing list, made necessary by the elimination of the Hawaiian port from the schedule, is in course of preparation, and will be ready shortly. The call at Honolulu was to have been inaugurated this winter by the two new steamers, the Empress of Canada and the Empress of Australia. It was to have been made on the westbound voyages only. Although some time would be lost by this detour, it was anticipated that, as both ships were oil-burners, and would therefore be able to omit the call at Nagasaki, where the coal-burning liners of the company bunker in the Orient, the loss could be evened by that omission, and the fortnightly schedule maintained across the Pacific.



## NOTICE.

## BRAZILIAN CAFE.

A New Cafe, under the above title, has been opened at No. 71, Peking Road, Kowloon, (near the Star Theatre). All kinds of food and drinks, confectionery, ice cream, cigars and cigarettes supplied. A large of services has just been received from Portugal.

The Management has made arrangements for breakfast to be served in the morning from 7.30 am. at a charge of \$12 per month.

S. E. WALDMAN,  
Proprietor.

## THE HONGKONG &amp; WHAM-POA LOCK CO., LTD.

NOTICE is hereby given that the Share Register and Transfer Books of the Company will be closed from the 2nd. to the 9th. October, 1922, both days inclusive.

Warrant for the Interim Dividend can be obtained at the Office of the Company, 2 Queen's Buildings, Hongkong, on and after the 11th. October, next.

By order of the Board,  
R. M. DYER,  
Chief Manager,  
Hongkong, 18th. Sept., 1922.

## S. S. "TUNGSHING."

## STRANDED IN SWATOW HARBOUR

MESSRS. Jardine Matheson & Co., Ltd. (General Managers) Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive Tenders for the temporary repair, floating, and delivery of the above steamer, her stores, apparel and tackle, afloat in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

## J. B. LAI.

THE ARK INDIAN STEAMER FROM SWATOW, arrived at Hongkong on the 24th. inst. and will be ready to receive passengers and cargo on the 25th. inst. at 10.30 a.m. The steamer is a new one, built in 1921, and is a very comfortable and fast vessel. The fare for passengers is \$3.00 and for cargo is \$5.00 per ton. The steamer will be ready to receive passengers and cargo on the 25th. inst. at 10.30 a.m.

## J. B. LAI.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATIC or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATIC or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.  
Agents,  
THE OWIE HARBOUR COAL CO. LTD.

## MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).  
Length overall—35' 6"  
Breadth moulded—11' 6"  
Depth moulded—3' 6"  
Draught moulded—15" to 19"  
D.W. capacity on above draft—3 tons.  
Speed—8 knots.  
Engines—Twin set "Kelvin" Motors, each 30 h.p.  
Installed with Electric Light.  
Price \$10,000 or near offer.

## The Motorboat "KEIKUNG"

(Built of Steel).  
Length overall—29' 8"  
Breadth—7' 5"  
Draught (approximate)—18"  
Engine—"Kelvin" Paraffin Motor.  
Price \$1,800 or near offer.

APPLY  
NESTLE & ANGLO-SWISS CONDENSED MILK CO.,  
11, QUEEN'S ROAD CENTRAL.

## THE UNIFICATION PROBLEM.

## A Reply to the China Association.

"Anglo-Chinese" writes as follows to a Shanghai contemporary:—At the annual meeting of the China Association held in London on July 27, the chairman (Mr. David Landale), in the course of his speech, opened that "if the people of China could rid themselves of their Military Governors, who waste the country's money on the upkeep of armies for the sake of private aggrandizement, and replace them by Civil Governors, a great improvement would result."

This sort of opinion, to put it shortly, is quite meaningless. To begin with, the Chinese people have never shown themselves able to displace any type of undesirable authority placed over them, except in isolated instances, and when China was a land made up of a number of feudal states. Anyhow, the China Association used to say the same thing when China, under the old regime, possessed Civil Governors. The Mandarinate used to come in for some very severe flogging at the hands of the Association. The criticism of self gain, ineffectiveness and oppression was then as freely applied.

At any rate, if ever there was some semblance of order, it was when the old monarchical system prevailed over the country. The submission to the divine might of the Emperor was then complete, jealously guarded as it was by every gradation of civil and military power.

The trouble with China now is that she is getting foreignized at too great a speed in certain respects only. A country which placed on the map of Europe would extend from the Atlantic shores on the west to the Baltic and Caspian and beyond on the east, offers no easy problem to tackle in the way of unification and control. The country is too huge and unwieldy for supervision from one central point. It is no easy task to see what the future will hold for China. The only bright side to the picture is that her people are possessed of a lot of common sense, the heritage of an aged and definite civilization, and that they reasonably prefer peace to discord and disruption.

## PERTINENT PARS.

The man who thinks he is a way is right is wrong.

A woman who marries for money works more than eight hours a day.

Travel broadens a man, but flattens his pocket-book.

The man who forgets himself usually gets shown who he is.

We recently saw a bathing suit that looked like suspenders and a belt.

"Secret of long-life is work," says a centenarian and blast many a hope.

## NERVE-STORMS.

Lightning is not more erratic than the person who suffers from nerve storms. Though the victim is often accused of being "bad-tempered, the trouble is really one of health. Bad days usually begin with irritation on rising. Some little upset arouses a cantankerous mood, and once the balance topples all control is lost.

Nerve storms are dangerous; the wear and tear on the nervous system is highly exhausting and debilitating to the digestion and heart; it causes also congestion in the liver and brain; and, indeed, collapse sometimes follows.

Make no mistake—nerve storms indicate a nervous-dyspeptic state. When the digestion is perfect, the appetite is good, and food eaten keeps the nerves and blood well fed. Then such good health pervades the system that nervous disturbances are rare. Weak, irritable, nervous victims of indigestion should tone up their nerves and strengthen their digestion with new blood. To make this new blood it is necessary to take Dr. Williams' Pink Pills, for these pills create new blood that makes you feel fit from tip to toe. You will be delighted with the keen appetite, energy and radiant good health that follow.

Chemists everywhere sell Dr. Williams' Pink Pills, or direct from Dr. Williams' Medicine Co., 96 N. 2nd Street, Shanghai. \$1.50 for one bottle, \$8.00 for six bottles, post free.

Write to-day for a free book on "The Nerves to the above address."

## EXCHANGE.

Opening Rate: closing Rate on Page 11.

## SELLING.

T/T Demand	26 1/2
10 d/a	26 13/16
30 d/a	
1 m/a	27
T/T Shanghai	Nom.
T/T Singapore	110 1/2
T/T Japan	118
T/T India	198
Demand, India	
T/T San Francisco & New York	57
T/T Java	148
T/T Marks	Nom.
T/T France	745
Demand, Paris	

## BUYING.

1 m/a. L/C	27 5/8
1 m/a. D/P	27 1/4
3 m/a. L/C	27 1/2
20 d/a. Sydney and Melbourne	23 1/4
India, San Francisco & New York	53 1/4
1 m/a. Marks	Nom.
1 m/a. France	783
1 m/a. France	790
Demand, Germany	
Demand, New York	57 1/4
T/T Bombay	
Demand, Bombay	198
T/T Calcutta	118
Demand, Calcutta	198
on Yokohama	118
Demand, Manila	118
Demand, Singapore	110 1/2
Demand, Batavia	148
on Haiphong	Nom.
on Saigon	81 1/2
on Bangkok	76 1/2
Sovereign	
Gold leaf per face	35 1/4
forward	35 3/4
Bank of England rates	35 3/4
New York/London	44 1/4

## SUBSIDIARY COINS.

Hong 50 cts. piece	par
10	par
5	par
Anten sub-coins	20% off
Hongkong, Sept. 25, 1922	

## WEATHER REPORT.

Sept. 25th. 11th 53m. Pressure decreased considerably at Vladivostok and slightly over Japan. It has increased moderately at Manila, and is nearly stationary at other reporting stations.

In the absence of observations from Indo China it is not possible to give definite information concerning the typhoon in the China Sea. It is probably continuing on a W.S.W. track, however. Another may be forming to the north of Yap.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 56.13 inches, against an average of 74.23 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Formosa Channel	
2 South coast of China between H.K. & Lamocks.	E. winds, moderate; fair.
3 Hongkong to Gap Rock.	
4 South coast of China between H.K. & Hainan.	

T. F. CLAXTON, Director.  
H.K. Observatory, Sept. 25, 1922.

## METEOROLOGICAL.

	Previous Day	on 25th	on 26th
Barometer	29.90	29.91	29.86
Temperature	81	77	84
Humidity	69	79	66
Wind Direction	ESE	E	E
Wind Force	3	1	3
Weather	b	b	c
Rain	0.01	0.00	0.00
Highest open air Temperature on the 24th	83		
Lowest open air Temperature on the 25th	77		
T. F. CLAXTON, Director. H.K. Observatory, Sept. 25.			

## HOTELS.

## LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.  
SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kalea.  
PEKING: Grand Hotel des Wagon Lits.  
The Hongkong Hotel Co., Ltd. In conjunction with The Shanghai Hotels, Ltd. and The Grand Hotel des Wagons Lits.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFT AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. Central 373. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

## THE EUROPE HOTEL.

## SINGAPORE.

DANCING AFTER DINNER EVERY MONDAY, WEDNESDAY AND SATURDAY.  
TEA DANCING TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of Mr. F. R. Martens.

Telephones in every Room.

Telegraphic Address: "EUROPE, SINGAPORE." Telephone, No. 2740 (9 lines).

THE EUROPE HOTEL LTD. ARTHUR E. ODELL, Manager.

## KINGSLERE HOTEL MID-LEVEL.

KNUTSFORD HOTEL KOWLOON  
SACHSE LENNOX & Co., General Agents  
Are resident Managers.

## PALA S HOTEL KOWLOON.

SOLE AGENT, MITSUI BUSSAN KAISHA, LTD., HONGKONG.



SOLE AGENT, MITSUI BUSSAN KAISHA, LTD., HONGKONG.

## PEAK TRAMWAYS CO. LTD. UNCLAIMED TELEGRAMS.

## TIME TABLE WEEK DAYS.

WEEK DAYS			
00	am	to 8.00 am	every 15 min
00	am	to 10.00 am	15 min
30	am	to 11.00 am	15 min
30	am	to 12.30 pm	15 min
30	pm	to 2.30 pm	10 min
30	pm	to 4.00 pm	15 min
30	pm	to 6.15 pm	10 min
NIGHT CARS.			
30	pm	to 9.00 pm	30 min
30	pm	to 11.45 pm	10 minutes
30	pm	to 11.45 pm	every 15 minutes